BIG M/W MACHINERY PLANT OPENS IN THE SOUTH ..... p. 18

MAY 8, 1967

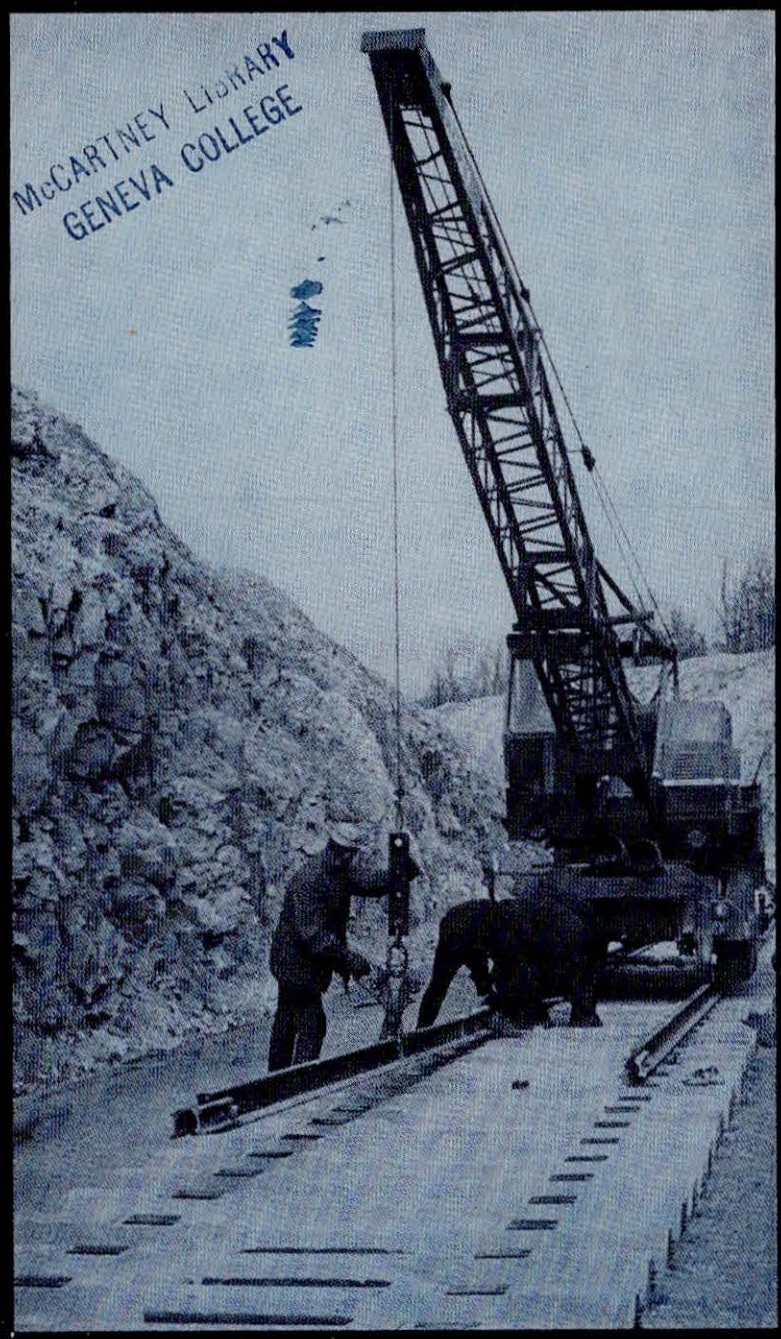
RAILWAY AGE

THE TRANSPORTATION WEEKLY

GREAT NORTHERN

NEW IMAGE FOR GN: BIG SKY BLUE AND A SLEEK, NEW "ROCKY"

p. 20



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HOW FRISCO CUTS COSTS WITH CONCRETE CROSSTIES

p. 16

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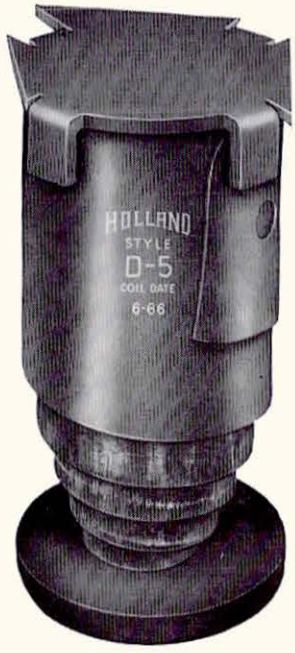
seat belt,

1967 freight car model

The NEW* HOLLAND D-5

NOW! *Designed* SAFETY for your 100-ton cars



*"NEW" only because the rock and roll problem has become more serious. Holland load-bearing volute springs have **always** held rock under control (as the E-2). The D-5, designed for 100-ton cars, has been available since Oct. '66 . . . and OVER 4600 CAR SETS HAVE BEEN SOLD—**IN SIX WEEKS!** (to eight railroads)

For 17 years, the HOLLAND E-2 snubber did yeoman duty as a load-bearing snubber but, because freight car trucks were incorporating various ride control devices, most folks thought the E-2 was unnecessary on new cars . . . until the advent of the 100-ton high center of gravity cars!

Suddenly it was discovered that the Holland Volute E-2 was the perfect answer to breaking up the deadly rhythm of "rock 'n roll!"

So the E-2 grew a little taller, bought a new hardened steel hat and became the HOLLAND D-5! Now, today the 100-ton hoppers and hi-cube cars can have the D-5 ANTI-ROLL snubber with all the vertical control and load-bearing qualities of the service proven, anti-roll E-2—10,000 car sets in service! (Or, with only 2½" or 3⅛" spring travel can still use the E-2 with perfect satisfaction!)

HOLLAND COMPANY

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CHICAGO, ILLINOIS 60604
PHONE (312) 922-1228

Why not consult Holland engineers on your spring problem?

MEMBER RPI RAILWAY PROGRESS INSTITUTE

41-R3

Circle 1 on reader service card

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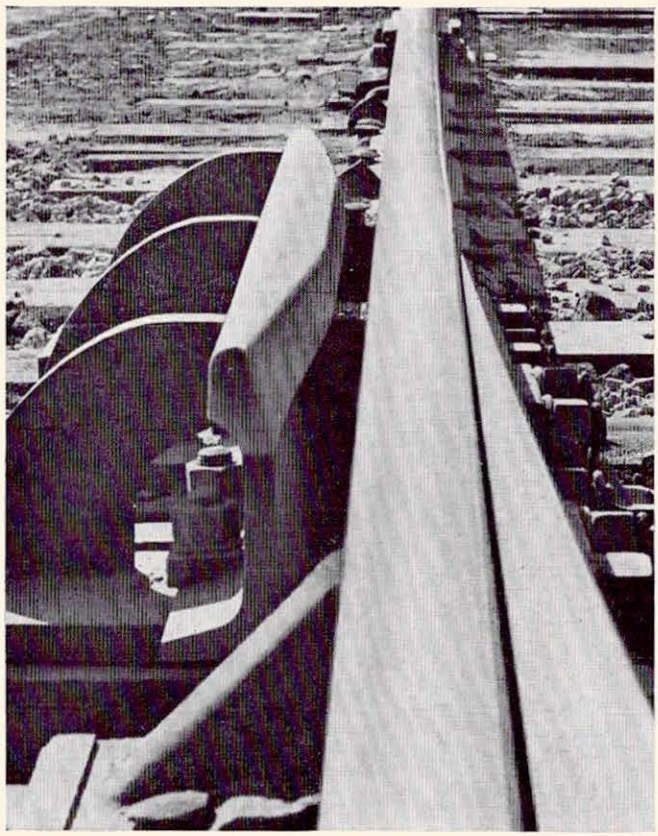
Makes things better for you

Bethlehem's famous Switch Point Guard Rail Design 755-B protects those valuable switch points, and reduces the possibility of derailments in yard operations.



The Switch Point Guard Rail is a 4-ft-9-in. length of heat-treated guard rail which is mounted outside the high-side stock rail. Because its head stands higher than that of the running rail, the guard eases wheel flanges away from the point in the same manner as a self-guarded frog. The guard rail is fully heat-treated for long life in tough service.

Bethlehem's Switch Point Guard Rail has been recently improved to permit easy replacement of the guarding section without disturbing the switch slide plates. Folder 2198 describes it in full detail; we'll be glad to send you a copy. Bethlehem Steel Corporation, Bethlehem, Pa.

BETHLEHEM STEEL

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It means you can sharply reduce the amount of drift from herbicide sprays!

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4.5 lbs.—for handgun applications.
6.0 lbs.—for helicopter applications.
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About ten minutes!

Will I need costly equipment and special gadgets?

No!

Is VISTIK expensive?

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Can I see a VISTIK demonstration?

Yes! A Hercules technical representative will be happy to show you an 11-minute color and sound movie which shows VISTIK being sprayed by helicopter, by handgun, and by truck. He can also arrange to run a field trial for you whenever you desire.

Any more questions?

HERCULES

Cellulose & Protein Products Department, Hercules Incorporated, Wilmington, Delaware 19899

Circle 4 on reader service card

RAILWAY AGE

May 8, 1967 • Vol. 162, No. 18

THIS WEEK

15 Goodfellow will go to AAR on June 1

The Long Island's president will succeed Daniel P. Loomis as president of the Association of American Railroads next month.

16 How Frisco cuts costs with concrete ties

The road is using concrete ties in a $6-million line being built to tap a large zinc-lead deposit in southeast Missouri.

18 Big M/W plant opens in the South

A new facility built by Tamper, Inc., near Columbia, S.C., will house its offices and manufacturing operations.

20 GN signs on a new "Rocky"

Great Northern, looking for a new image, has decided to hang onto Rocky the goat—but the animal has been streamlined.

40 Viewpoint—So what's new about NTW in '67?

National Transportation Week will be observed May 14-20 against a background of high hopes for a restructured transport system.

DEPARTMENTS

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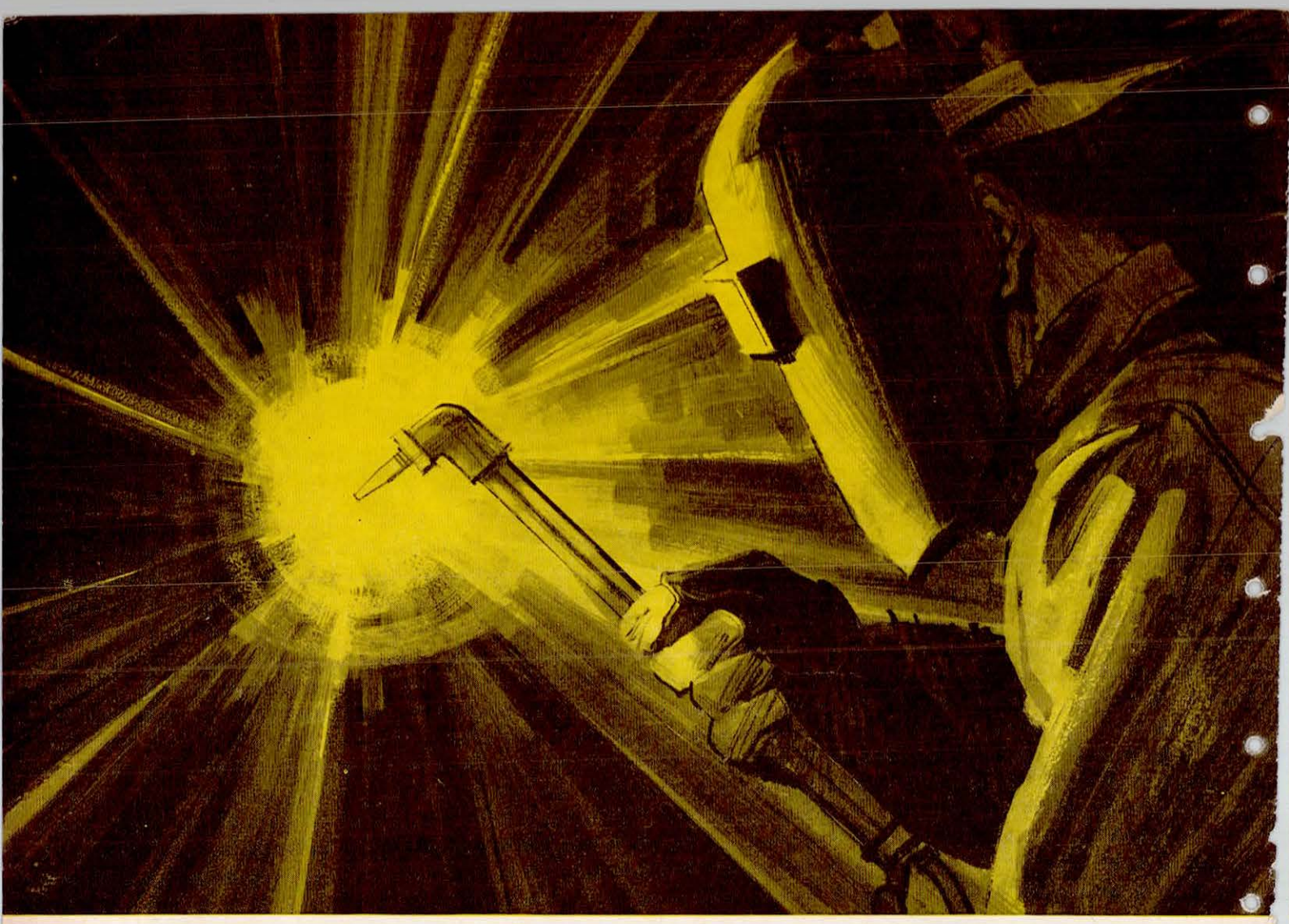

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It's also the loss of revenue whenever one of your freight cars is shopped. That's even more costly.

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SHORT AND SIGNIFICANT

Eastman Dillon predicts gains for railroads

A leading investment banking firm—Eastman Dillon, Union Securities & Co.—foresees a 4% increase in ton-miles for railroads in 1967 "with a relatively larger increase likely in the second half than in the first." But earnings will probably be no higher than the estimated $902 million for 1966, says the latest edition of Eastman Dillon's "Investment Review & Outlook," released last week. Reason: A substantial increase in labor costs. The company finds the long-range outlook for railroads good: "Further profits growth appears assured through technical advances in equipment, computerization of operations, new services, and benefits from the industry's improving marketing effort, subject to over-all cyclical influences."

Why GO along the Ontario lakeshore?

When GO Transit—Government of Ontario, that is—begins its completely new rail commuter service along the Ontario lakeshore corridor through Toronto on May 23 (RA, May 1, p. 24), two years of research on passenger motivation and markets will be starting right along with the new push-pull trains. Directed by the Metropolitan Toronto and Region Transportation Study which recommended the creation of GO Transit, the project will not only guide operators of the new service in best filling customers' needs but will aid in determining the feasibility of commuter runs for other rail lines radiating from Toronto. Says Ontario's Minister of Transport I. Haskett: "The commuter rail service is a new facet of the Provincial Government's role in transportation and it is important that we assess its use and impact in detail." Already some of the scheduled 24,000 phone calls and hundreds of personal interviews are starting to produce "before" statistics; additional full-scale surveys will be carried out after the service is in operation.

NP elevates Menk

Northern Pacific directors last week elected President Louis W. Menk chief executive officer of the company, succeeding Robert S. Macfarlane, who will continue as chairman of the board and chairman of the Executive and Finance Committee. Menk, 49, succeeded the 68-year-old Macfarlane last Oct. 1 as president. Menk had previously served as president of the Chicago, Burlington & Quincy and the Frisco.

Pan-American Congress may be postponed

The XII Pan-American Railway Congress, tentatively scheduled for Buenos Aires this November (RA, March 6, p. 7), now appears to be off again—at least for 1967. Argentine sources indicate that if the Congress is held in Buenos Aires at all, it won't be until the spring of 1968. Big reason for the difficulty in scheduling the Congress (last held in Mexico City in 1963) is believed to be the question of money. The cost to Argentina has been estimated at $250,000.

Cybernetics session slated for Montreal

Railroading is increasingly taking on a "one world" character—and new evidence of this will come next fall when computer specialists from the U.S., Russia, Japan and most Western European countries gather in Montreal for the second International Symposium on Railroad Cybernetics. The sessions, scheduled Oct. 1-6, will be co-sponsored by the Canadian National (which claims to be the railroad industry's largest user of computers) and the International Union of Railways (UIC).

MONDAY MORNING REPORT

The auto-rack car: An ultimate design?

If there's one standard, for-sure element in every telling of the railroad success story today, it has got to be the recapture of the new-automobile business. Railroad men never tire of talking about it, audiences presumably never tire of hearing about it—this breakthrough in technology that made it possible for the industry to boost its share of the traffic from well under 10% of automobile production a decade ago to close to 50% last year. Some people might think that the railroad vehicle which made this service click—the multi-level rack car—is close to the ultimate in technology oriented to the needs of the market. But some people might just be wrong.

How about box cars—and tray-loading?

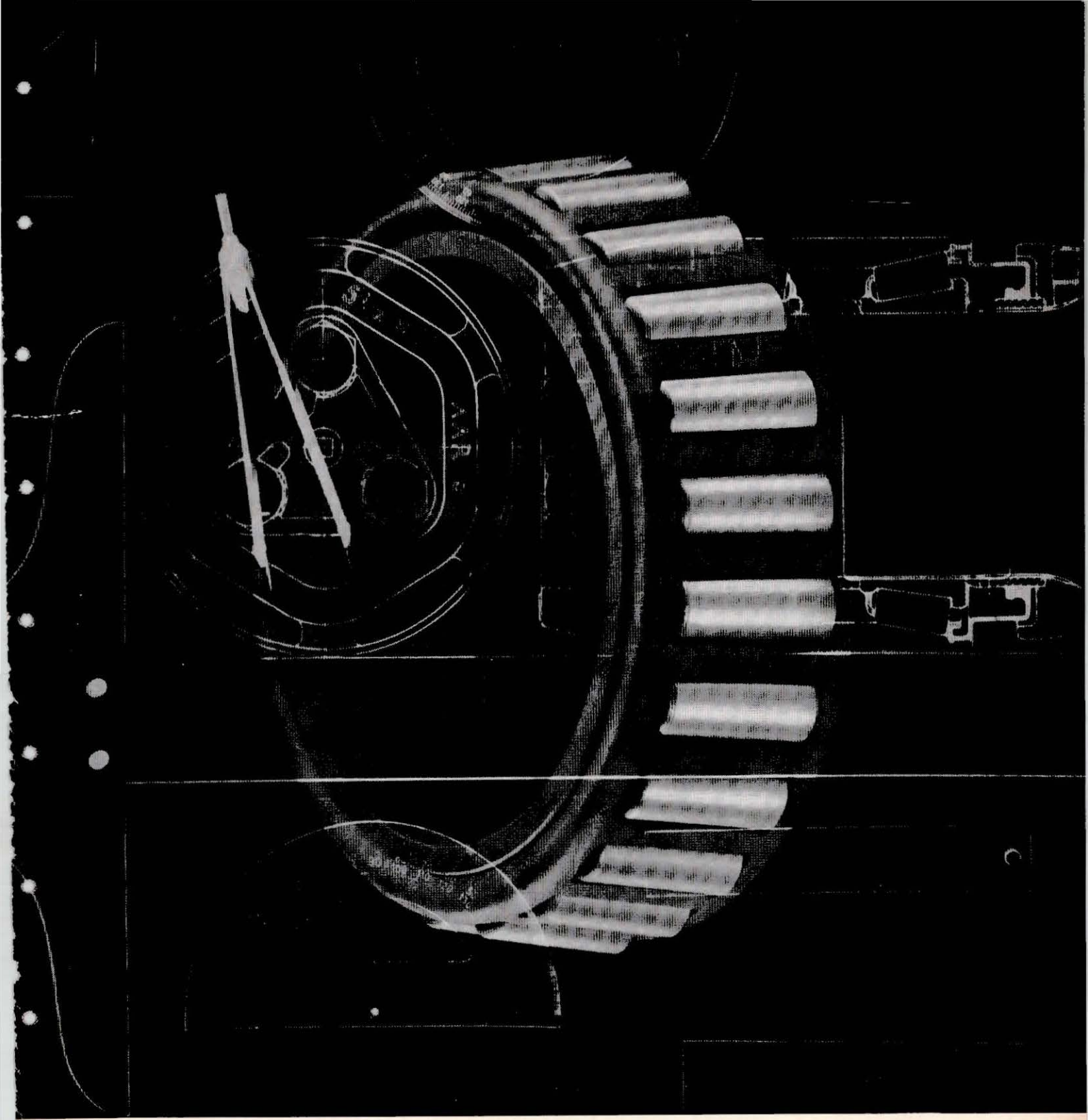
Equipment manufacturers right now are taking an extremely close look at even newer technology. And J. W. Bergen, Pullman-Standard's vice president-marketing, recently pulled back the curtain just a bit to show at least a part of what P-S is thinking about. Bergen's point is that the present rack car, good as it is, is still an imperfect vehicle. Close clearances between decks, he says, make damage a problem during loading and unloading operations. Since the autos and trucks travel exposed, there's also an in-transit damage potential. And, in some cases, the extreme height of loaded tri-levels creates difficulties. What's the answer, as Jack Bergen and P-S engineers are inclined to see it? How about development of an auto-rack box car—with a unique pallet loading system?

18 autos per car—and a turntable

In one current P-S design, there would be stationary loading decks, with each deck holding a series of trays. Autos would be driven up an adjustable ramp, and each car would be stopped on its own tray for tie-down. Clearances, both vertical and horizontal, would be ample, and tie-down would be accomplished from underneath each deck level. When the trays for a given box car were fully loaded, they'd be pulled into the car by an automatic loader and locked in place. Suggested per-car capacity is 18 automobiles. But, since the need for drive-through is eliminated, the railcar itself can be lower and narrower. So how then can fast, efficient, economical loading be accomplished in what is, essentially, a one-car-at-a-time system? Simple, says Bergen: "We've turned to something long in use on the railroads—a turntable, that can be positioned to lead to a number of tracks around the circumference of a huge circle. And the automatic loader, which pulls the trays into the enclosed auto-rack box car, rotates with the turntable."

The real success story: Technology marches on

As many observers see things today, some changes in present technology for auto transport may indeed be needed, and perhaps fairly soon. The compact car, for instance, was a great idea and a best-seller for a while—but Americans just seem to like bigger and bigger cars, and Detroit aims to please. If this market interplay produces longer, maybe wider cars, then even the 89-foot rack cars now in service may be inadequate. Design thinking could turn to articulation, or to shorter single units. Or car length could be stretched still further—P-S itself has a design for a TOFC/COFC flat car that goes 'way out there, to a length of 97 feet. Then again, something like the auto-rack box car, with its load-compacting and damage-preventing features, may point toward the systems of the future. Actually, the ultimate design—if such there be—is probably of less over-all significance now than the fact that neither the railroads nor the carbuilders are about to take a snooze in the sun while hard-won and high-rated business goes slipping away again.



Precision-engineered by bearing specialists...

Brenco *crown-taper* roller bearings are the most modern of all.

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PETERSBURG, VIRGINIA

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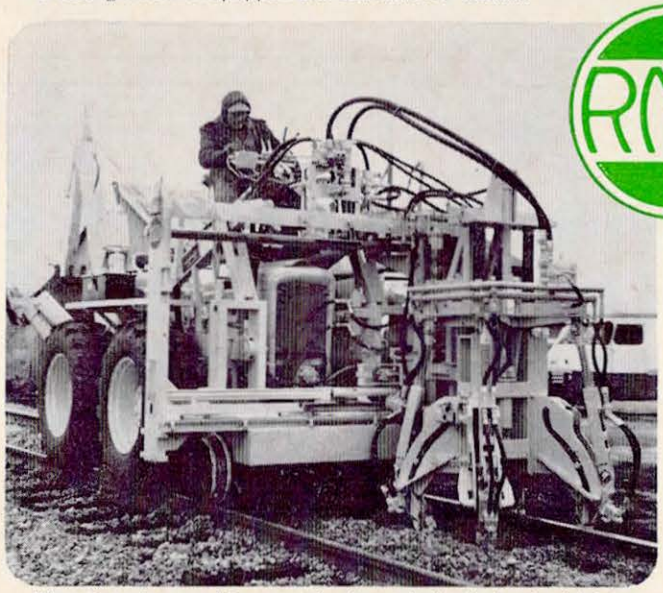
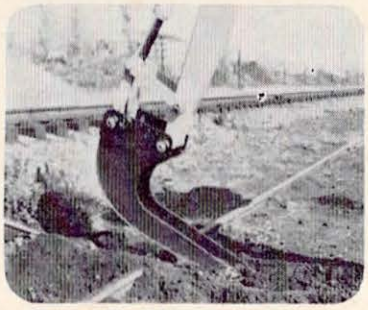
Crossing machine equipped with standard 24" bucket.



When tamping, machine operates from steel rail wheels which are lowered hydraulically.



Special 7" cribbing bucket.

RMC introduces the

DO-IT-ALL

crossing machine

The RMC Crossing Machine combines a 4-tool spot tamper and a tractor equipped with backhoe. It will dig out railroad crossings and do many material handling jobs in crossing repair work—such as handling rail, crossing timbers, ties, ballast, etc. Hydraulic or electric connections can be provided for impact wrenches or power drills.

The tamping head effectively compacts ballast in the track before the crossing is repaved. When not used in crossing work, the machine can serve as a utility spot tamper.

RMC

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Box 1888, Pittsburgh, Pa. 15230

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RAILWAY AGE
WEEKLY

MAY 8, 1967

WEEK AT A GLANCE

First quarter profits: Mostly on the down-side

Railroad accounting offices continued to grind out first-quarter statements last week. The results were mixed, with more down than up. Substantial gainers were the Atlantic Coast Line, whose first quarter profit of $6,748,000 was 29.7% higher than last year's $5,201,000, and the highest in the company's history; and Illinois Central Industries, which reported earnings of $2,927,745 for the first three months of 1967, up 23.5% from last year's $2,370,909. But most roads were caught in the downtrend, due generally to a combination of rising labor costs, higher operating expenses (partly resulting from an unusually severe winter), and in some cases declining revenues. Southern Pacific had a first-quarter net of $24,355,630, compared with $25,160,757 in 1966. Union Pacific reported income of $21,374,926 in this year's opening quarter, down from 1966's $23,880,473. Northern Pacific's consolidated net income of $2,019,000 was less than half of the $5,891,000 earned last year. Great Northern's profit was $3,716,482, as against $5,620,915 a year ago. Missouri Pacific reported consolidated profits of $4,749,057, compared with a year-ago net of $8,127,109. Maine Central netted $159,684; MC's profit in the corresponding 1966 quarter was $256,177.

Freight-car backlog continues to shrink

The backlog of new freight cars on order has dropped by nearly 15,000 cars since Jan. 1—from 56,618 to 42,010. And deliveries continue to outpace new orders two to one. In March, the American Railway Car Institute revealed last week, only 5,028 new cars were ordered—less than half of the number ordered in the corresponding period a year ago. But March deliveries were high—9,156 compared with 8,127 a year ago. Even rebuild orders declined in March. Railroads reported plans to rebuild 881 freight cars (including 500 in their own shops); in March a year ago they ordered 1,631 cars for rebuilding. ARCI blames the decline in orders on the government's suspension last fall of the 7% investment tax credit. Legislation to restore the investment incentive is now pending in Congress. Both railroads and carbuilders say privately that orders for several thousand new cars (as well as a substantial number of locomotives) will be released as soon as the tax credit is reinstated.

U.S. transit leaders inspect European systems

SWISSAIR

More than 40 U. S. transit operators, planners and suppliers—participating in the second annual Railway Age Rail - Transit - Seminar Tour of Europe—will be in Barcelona, Spain, this week as special guests at the international transit congress sponsored by the Union Internationale des Transports Publics (UITP). The Railway Age group left New York April 24 via Swissair on a tour that has so far taken them to Rotterdam, Leningrad, Moscow, Hamburg and Paris. The tour officially ends in Barcelona this week—but a group of 20 will take a special extension in order to visit the transit systems of London, Stockholm and Oslo. Railway Age representatives on the tour are Transit Editor Joe Asher, News Editor Ed Donlon and Mrs. Donlon. Part of the group is shown above in the Swissair departure lounge at John F. Kennedy International Airport.

"To complete collective bargaining," an imposed settlement

President Johnson on May 4 submitted to Congress his plan for further procedures to settle the shopmen's wage case and thus remove the strike threat posed by the shopcraft unions. The plan contemplates a lot more mediation, but if that fails it contemplates an imposed settlement which could remain in effect for two years. Seemingly, the President does not consider the latter a compulsory arbitration proposal. His message called the plan it recommends "a procedure to complete collective bargaining, not to replace it—to bridge the remaining gap this bargaining has not closed." The Presidential proposal calls for enactment of a joint resolution authorizing the establishment, "for a 90-day, no-strike, no-lockout period," of a five-member special board to be appointed by the President. All five would be "public" members, but the President promised to appoint "one member with a management background and one member with a labor background." For the first 30 days after enactment of the resolution, the new board would engage in "intensive mediation." If that brought no agreement, the board would hold hearings to appraise the April 21 proposals of the special mediation panel which was headed by former Federal Judge Charles Fahy. That panel was formed after an emergency-board report failed to settle the dispute. If there were still no agreement 60 days after the resolution's enactment date, the new board would make a report with recommendations based on the Fahy panel's proposals. If by the 91st day there were no agreement, the Fahy panel's proposals, with modifications recommended by the new board, "would take effect," and they would "continue in effect until the parties reach an agreement or until such time, not to exceed two years from Jan. 1, 1967, as the board determines to be proper."

GUS WELTY'S LINES ON LABOR

WELTY

THAT WORD "IMAGE" never used to be much of a worry for organized labor. But it is now, and the indications are that it's a deepening and worsening worry. The signs are several. Legislative goals are becoming harder and harder to reach. Membership rosters aren't increasing as union leaders would like them to. Strikes are being received with less and less sympathy. Stubborn resistance to change, in several key industries, has cost labor dearly. And, perhaps most significant, in the ranks of union members themselves there's a strong undercurrent of resentment—or at least that's what a recent in-depth survey by one major union seems to indicate.

ORGANIZED LABOR, many observers would probably say, has only itself to blame for much of the problem. There is, of course, the fact that bad news travels far and fast, and so unions (like most folks) get far more notice for the negative than for the positive. But the impression does remain that labor has taken the wrecker's ball to its own house, in more than a few instances.

RAIL LABOR has suffered along with the crowd. In some cases, its suffering has even run higher on the agony scale. The questions, as some might put them, are (1) Do the organizations have the kind of clear, progressive program which will again permit them to project a positive image? (2) Is there, somewhere among the brotherhoods, *the* man who can capture the imagination of the rank-and-file and even of his peers, in expressing a forward-looking program?

NO UNION OFFICER who values his job will knock, publicly, what the administration he represents is doing. Privately, however, there are those who are deeply concerned, not only about loss of the public's favor but also about loss of rapport with the dues-payers. Union people who share these private thoughts have the toughest sort of decision-making to do. If they hew to a hard line, demanding more while conceding nothing, they know that they may indeed be contributing to their industry's decline. If they exhibit a willingness to trade off archaic practices for a fairly even return, they know they may be ex-officers after the next election. "Sell-out" is an easy charge to make, but a hard one to defend against.

AS FOR THE EMERGENCE of *the* man in rail labor, this, too, is tough to predict—so long as two dozen labor organizations clutter up the landscape. But merger has to come—and there are a few men, maybe more than a few, who bear close watching as potential *the*-men.

NEWS BRIEFS
FROM THE RAILWAY SIGNALING AND COMMUNICATIONS FIELD
• NEW YORK CENTRAL will spend $149,000 to install nine hot-box detectors on the Syracuse, Lake Toledo and Western divisions. CTC will be installed between Stuyvesant and Rensselaer, N.Y., costing $202,000 and will include the retirement of 14 miles of track.
• UNION PACIFIC will spend $4,131,129 in 1967 for additions to their microwave network covering major portions of the system from Omaha to Cheyenne, Wyo, Denver, Colo., Portland, Ore., and to Kansas City, Kan.
• ILLINOIS CENTRAL will spend $910,000 to install CTC between Freeport, Ill. and Waterloo, Iowa, about 162 miles.
• PORT AUTHORITY TRANS-HUDSON has received ICC approval for the installation of a mechanical trip type automatic train-stop system
It was estimated by PATH that the cost for equipping the 66 new PA-1 cars with cab control equipment and providing the required four spare cab control units and testing equipment to be $485,000.
• PENNSYLVANIA will renew 8 miles of signal cable as part of a 5-year project to renew such cable between Newark and Trenton, N.J. The 1967 project will cost $876,800. New retarders will be installed at Morrisville, Pa. yard costing $337,000. Retarders will be installed at Pavonia yard in Camden, N.J. at a cost of $342,700.
• CHICAGO, BURLINGTON & QUINCY will spend $1.2 million for 400 miles of microwave between Galesburg, Ill. and Lincoln, Neb.
• CANADIAN NATIONAL has begun installation of an electronic reservation system for handling coach and parlor car seats on major trains. Heart of the new system is a Collins Radio Co. computer at CN Telecommunications headquarters in Toronto.

1967 S & C

improvements are setting a fast pace...

The above clippings from the pages of Railway Signaling & Communications offer a current sampling of what's happening in one of the most active segments of a *growth* industry. And it's just a smattering of the equipment and hardware being ordered today for the busy signaling and communications departments of the railroads.

It is expected that the railways' total 1967 expenditures in this field will again reach the $100 million area with 31,000 units of equipment ordered. Important strides are being made in microwave installations. ACI (Automatic Car Identification) systems are of high interest for both line haul railroading and transit operations.

The Railway Age Group is a vital line of communication in the buying process in the S&C field. Well-directed advertising in Railway Age, Railway Signaling and Communications and Railway Purchases and Stores reaches the men who count—those who influence, specify and buy.

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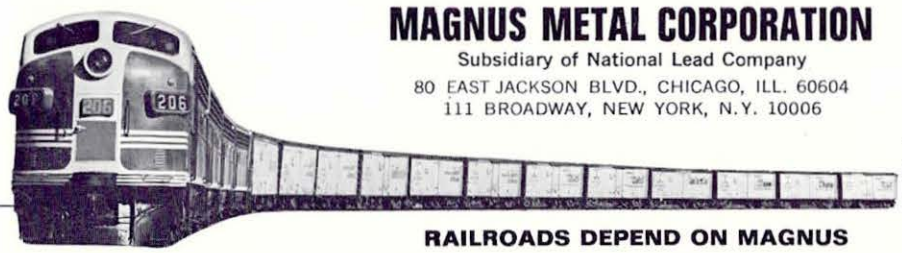
BEFORE COAL can become fuel...or electricity...or raw material for industry...it must be *moved*. Countless tons of it, on deadline schedules. ■ Only the railroads can move so much, so fast, and at such low cost. ■ Helping the railroads move the products of mine, factory, field and forest is MAGNUS, respected for more than 80 years' service to railroading. During this time, MAGNUS has meant the finest in bearings, journal box components and diesel parts with proved longest bearing life and lowest cost operation. ■ With its long-range research and development programs and eight strategically located plants, MAGNUS will continue to provide products that make railroads' job even more economical and efficient in the future.



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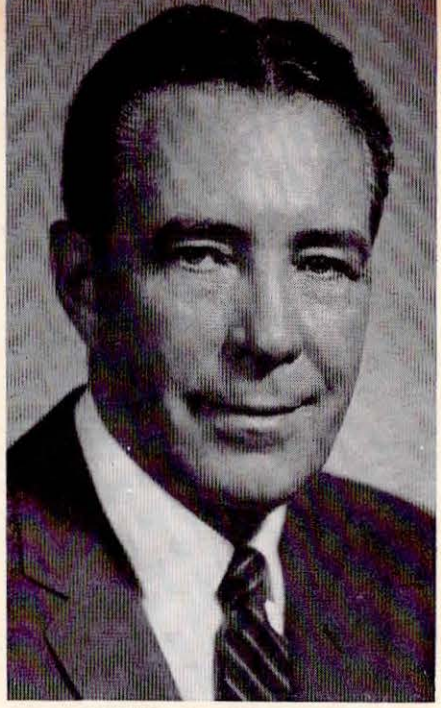
111 BROADWAY, NEW YORK, N.Y. 10006

RAILROADS DEPEND ON MAGNUS



THOMAS M. GOODFELLOW

DANIEL P. LOOMIS

Goodfellow will go to AAR June 1 as Loomis successor

Selection of the Long Island's president, a third generation railroader, follows months of speculation. Loomis will remain as a consultant until his retirement at the end of this year.

Thomas M. Goodfellow, 59, will become president of the Association of American Railroads June 1. He will move to the Transportation Building in Washington from Jamaica, Long Island, where he has been president and general manager of the Long Island Rail Road since January 1956.

As president of the AAR, Goodfellow will succeed Daniel P. Loomis, 62. Last week, Loomis was in a New York hospital, recovering from an operation and expecting to be released within a matter of days. He will serve as a consultant to the AAR until his retirement at the end of this year.

● **The Loomis era.** Loomis went to the AAR nine years ago from the Association of Western Railways, where he distinguished himself particularly in the area of labor negotiations. His tenure at the AAR, as chief spokesman for the railroad industry, has been marked by solid successes. He helped lead the fight for passage of the landmark Transportation Act of 1958.

The following year, he kicked off the railroads' campaign for the correction of obsolete working rules—the so-called "featherbedding" fight which resulted in a substantial victory after a long-drawn-out battle. Under his direction, the AAR also worked long and hard for the creation of a Cabinet-level Department of Transportation, which came to fruition just a few weeks ago.

It has been generally known for several months that Loomis planned to retire, and while there has been considerable speculation as to his successor, the selection of Goodfellow came as something of a surprise. But industry reaction was favorable and enthusiastic. Goodfellow has become known as a solid railroad man with a flair, also, for image-building—a combination regarded as especially valuable in Washington.

● **"Like a bomb."** Among those most surprised were Goodfellow's associates at the LIRR. "It was as if a bomb had dropped on Jamaica," said one officer. "We're happy and proud for Tom, but we're going to miss him."

Goodfellow is a third-generation railroader; both his father and his grandfather worked at the Pennsylvania's Altoona, Pa., shops. Tom Goodfellow himself worked for the Pennsylvania at Altoona during summer vacations away from Cornell University, where he earned a degree in civil engineering in 1929. After graduation from college, he went to work for the Pennsy on a permanent basis. He worked his way up the ladder and in 1953 he became superintendent of PRR's Pittsburgh division. It was the next year that he was picked to take over the Long Island; he went to the LIRR as general manager on Aug. 12, 1954, when that storm-tossed commuter road was coming out of five and one-half years of bankruptcy. His title was changed to president in 1956.

● **Change at Jamaica.** He presided over a 12-year, $65-million rehabilitation program that changed the face of the railroad. When the Long Island was purchased by the State of New York last year, Goodfellow was retained as president although the railroad then came under the policy direction of the newly-created New York Metropolitan Commuter Transportation Authority.

Last week Dr. William J. Ronan, chairman of the MCTA, was in Europe attending an international transit meeting, and a spokesman said no action would be taken toward finding a successor for Goodfellow until Ronan's return. "All of this came as a big surprise to us, too," said the MCTA spokesman.

During Goodfellow's administration, the Long Island took on a whole new character—not only physically, but in the eyes of the public.

As one associate put it: "Tom Goodfellow knows that it isn't enough just to be good—you have to let your customers know it." With this in mind, he has pursued an aggressive and spectacularly successful public relations policy.

He is especially proud of having built up a good on-time record for Long Island trains; it has averaged 97-98% in recent years.

One man who has worked closely with Goodfellow in recent years describes him this way: "He is a tremendous administrator; he has a great capacity for getting things done quickly; he knows how to delegate responsibility. He'd rather hear you say, 'Boss, here's how I did the job,' than, 'How do you want me to do it?' " He demands a lot; but he gives more than he asks." ■

RAIL LAYING on the 33-mile-long line is progressing at the daily rate of 3,000 track feet. This work is expected to be completed about July 15.

How Frisco cuts

A $6-million rail line is being built to tap a big zinc-lead deposit in southeast Missouri. It includes the longest out-of-face application of prestressed-concrete ties in the U.S.

Back in 1965, a lead-zinc mineral deposit was found in southeast Missouri. After considerable study and negotiation with mineral interests, the Frisco decided it could gain substantial business by building a 33-mile-long rail line into that area. Today, the new line, known as the Lead branch, is approaching the final phases of construction. It includes the longest out-of-face application of prestressed-concrete crossties in the United States. It is anticipated that sometime in August, mines and smelters will be shipping lead, zinc and copper over the line.

• **Why concrete ties?** The decision to use concrete ties stemmed partly from the fact that a large number of ties was involved. The Frisco is in an area where procurement of treated-wood crossties is fairly easy. However, the need for about 106,000 main-track-quality timber ties for this project would have caused some displacement in the road's regular programmed maintenance work. Also, the Frisco already had a half-mile test section of prestressed-concrete ties. Their over-all performance after four years of service had proved satisfactory enough to consider concrete ties for use on the new line.

Preliminary estimates for the branch construction were made when treated-wood ties were increasing in cost, as were the costs of some conventional track fastenings. It was found that, by using prestressed-concrete ties at 31-inch centers, about 66,000 would be required. This made it economically feasible for the American Concrete Crosstie Corp. to set up a tie-manufacturing plant at Kansas City, Mo., thereby saving the expense of hauling them from its plant at Tampa, Fla.

Under these conditions, the Frisco estimated a saving of approximately 5% in favor of the concrete tie on the initial crosstie and fastening costs. In addition, it was felt the concrete-tie track could be surfaced much faster than wood-tie track because of the fewer number of ties to tamp. Accordingly, it was decided to use concrete ties.

• **Line will cost $6 million.** The new trackage is being projected through rugged terrain, much of it through the Clark National Forest. It extends from a connection with the road's existing Salem branch line near Keysville, Mo., through Viburnum and Bixby, to a terminus at Buick. The cost will be about $6 million.

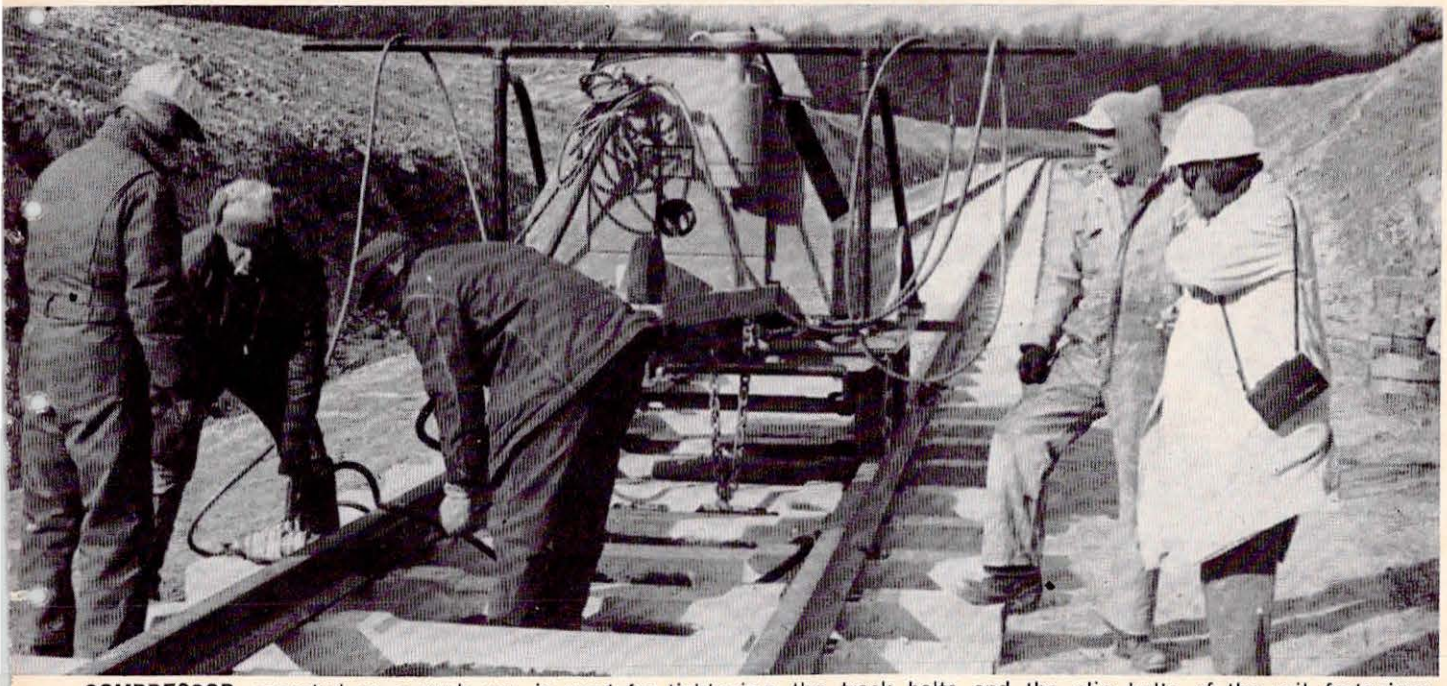
When completed, the line will serve St. Joseph Lead Co.'s lead-concentrate mill at Viburnum directly, and a truck-rail transfer point for the same firm's Fletcher mill at Buick. It will also serve the mill and mine of American Metal Climax, Inc. (Amax) and Homestake Mining Co., as well as a similar installation of Cominco American and Magnet Cove Barium Corp., both of which are under construction. In addition, it will serve a smelter to be constructed by Amax and Homestake to process lead concentrates produced by the two new mills of Cominco American and Magnet Cove Barium. It is anticipated that these mills and the smelter will generate 8,500 carloads of business yearly for the Frisco. Presently, the St. Joseph Lead Co. lead-concentrate mill at Vilburnum is in operation and shipping lead concentrate by truck.

• **Aerial surveys used.** The influence of modern technology is apparent throughout the design and construction phases of the project. Preliminary location of the new branch was accomplished by using aerial photography and maps prepared by the United States Geological Survey. Frisco engineers then made surveys in the field and determined the actual location. From the preliminary location they also determined grades, cuts and fills to prepare an estimate of grading quantities.

The new line has been designed to withstand the heavy wheel loads to which it will be subjected at speeds up to 45 mph. Curves are spiraled for this speed. The maximum curvature is 5 degrees. The ruling gradient is 2% compensated for curves.

Care was taken to assure a stable subgrade. In placing the fills a minimum compaction of 90% of maximum

costs with concrete ties



COMPRESSOR, mounted on a push car, is used for tightening the track bolts and the clip bolts of the rail fastenings.

density was required of the contractor, except at bridge ends, where 95% compaction was specified. All earth materials in the fills are tested in a field laboratory for specified compaction.

On high fills, the roadbed is 28 feet wide, with the slopes formed to a ratio of 2 horizontal and 1 vertical. Where cuts are more than 30 feet deep, berms were benched into the slopes for better stabilization.

Over the subgrade a 6-inch layer of mine tailings is spread as sub-ballast. This material is solidly compacted by trucks hauling track materials to the work site. Over this crushed-rock ballast is used.

● **Ties made as required.** The prestressed-concrete crossties, of the MR-2 type, are produced as required by the plant at Kansas City, loaded into gondola cars and shipped to Keysville. The ties are lifted from the cars by a crane with a device that grasps four ties at a time and sets them on a long flat-bed trailer. The trailer is provided with portable cradles to receive the ties and keep them at 15½-inch centers. Two layers of 24 ties each make a load for the trailer which hauls them to the work site. A hydraulic crane with a telescopic boom unloads them four at a time on one subgrade shoulder. Later, a Speed Swing crane places them two at a time, 31 inches apart, on the proposed track center line.

The rails (cropped 112-lb), joint bars, track bolts, polyethylene tie pads, clips and clip bolts also are distributed by the trailer and unloaded by crane. The joint bars are attached loosely with one bolt to one end of each rail, preparatory to laying. Tie pads, placed in position ahead of the rail laying, are fixed in place on the concrete ties after first being buttered with epoxy glue to hold them permanently in place.

● **One-third rock.** Involved in this project are approximately 1 million cubic yards of rock and 2 million cubic yards of common excavation. The rock is a sandstone formation. Being interlaced in many cuts with clay seams, it is unstable, requiring construction of intercepting ditches, berms on the slopes and special drainage installations.

Two four-man, deck-girder bridges were erected. One, 282 feet long and 35 feet high, spans Dry Creek and the other, 294 feet long and 47 feet high, spans Huzzah Creek. Two other steel and concrete bridges carry state primary roads over the track.

A total of 190 culverts was installed. The largest was a Multi-Plate pipe 120 feet long and 18 feet in diameter, built for accommodating a rural road.

All construction work is being done under contract. Peter Kiewit Sons Co., Omaha, Nebr., is the general contractor on the project. This company handled the clearing, grading and bridge and culvert work. Track laying, as well as the fence construction adjacent to private property, was subcontracted.

● **Some special work.** The track that lies within Clark National Forest is on an easement and cannot be fenced. At culverts in this area, one or two dikes, depending upon the steepness of the water run-off, had to be constructed below the openings to catch silt that otherwise would be carried into the clear streams.

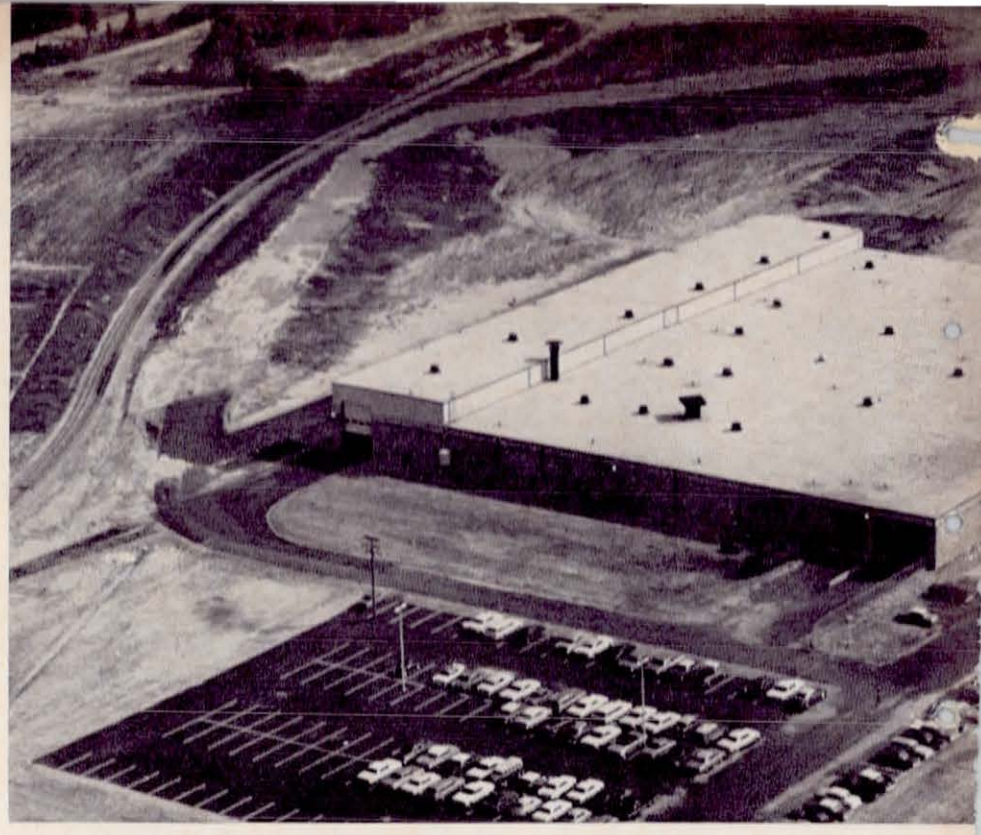
Also, all slopes must be seeded. This is being done by a Hydraseeder machine that sprays a mixture of grass seed, fertilizer, lime, ammonium nitrate and water on the slopes. Then a mulch of straw and emulsified asphalt is blown over the seed by a mulching machine.

The project is being carried out under the general direction of O. E. Fort, Frisco's chief engineer. Harry E. Bartlett, engineer surveys and planning, is in direct charge of the project.

Grading work, begun in January, is now completed, except for spur tracks leading to the industries at Buick. Track laying, progressing at the rate of 3,000 feet per day, is expected to be completed about July 15, at which time the tracks leading to the industries will be constructed. ■

Big M/W machinery plant is opened

New facility, built by Tamper at cost of $3.5 million, will be its international headquarters.



TAMPER'S NEW PLANT has total of 132,000 square feet of floor space. Test track is

Governor Robert E. McNair of South Carolina was making the dedicatory speech at a new plant on the outskirts of Columbia, S.C. Among other comments he observed that the plant represented the first "heavy industry" to be established in his state. What makes this comment worth emphasizing is that the Governor was referring to a new plant that had been built solely to manufacture machines for performing various functions in track maintenance.

The object of the dedicatory ceremonies, which were held on April 14, was a new facility built by Tamper, Inc., for housing its offices and manufacturing operations. On a 33-acre tract of land purchased from the Columbia Airport Commission, the plant was built at a cost of $3,500,000. It will serve as the international headquarters of the company. In addition to the manufacturing facilities it houses the offices of the president and his staff and all other personnel involved in carrying out the functions of finance, sales, service, production engineering and research and development.

With about fifty railroad engineering officers present, the dedication was made the occasion for unveiling the pilot model of a new machine known as the Tri Electromatic Tamper. This is a one-man highly automated machine that tamps three ties with a single insertion of the tamping tools. With the machine the company introduces still another new feature to track surfacing—magnetic track lifting using electromagnets riding on the rails.

● **Construction timetable.** Because there were several hundred guests to be accommodated the dedication ceremonies were held in a tent erected alongside the office section of the new plant. In addition to Governor McNair, the speakers included Tamper's president, John K. Stewart. Relating the timetable of events in constructing the plant Stewart said that ground was broken on Jan. 2, 1966, and that manufacturing operations were started in May although the plant was not turned over to the company by the contractor until August. The first machine to be produced—an Autojack Electromatic tamper—was shipped on July 15.

Stewart also announced that the plant had achieved the finals in the "top ten award" for 1966 sponsored by Factory magazine. To reach the finals, he explained, a plant must be in the top 27 of the approximately 7,000 new plants eligible for the award.

Historical information pertinent to construction of the plant was brought out in remarks made by speakers during the dedication ceremonies. The company originated in 1934 as the Electric Tamper & Equipment Company of Canada, which, in 1952, became a wholly owned subsidiary of Canada Iron Foundries, Ltd. Tamper, Inc., also a wholly owned subsidiary of Canada Iron, was incorporated in the state of New York in 1959, thereby paving the way for expansion of activities in the United States.

● **Southward bound.** When in 1965 the company decided to expand its facilities for manufacturing track-maintenance equipment it became necessary to select a site for the new plant. An important factor in making this decision was to locate below the "frost line" so that research and development activities, with outdoor testing of machines, could be carried on the year around. The site in South Carolina was decided on after a survey that covered eight southern states.

Following the dedication ceremonies the guests, divided into groups of about ten each, were taken on conducted tours of the new facilities. To the guests it had already become evident that the plant had been designed with an eye to both appearance and efficiency.

● **Air, rail, highway hookups.** The site is separated from the Columbia International Airport only by a highway. Connections with three trunkline railroads serving the area are available. An interstate highway is within a mile of the plant. Seaport facilities for export shipments are within 100 miles of the location.

The single-story concrete, brick, steel and glass building contains 132,000 square feet of floor space, of which 17,000 square feet is devoted to offices. Actually a separate building directly connected to the factory, the office section is entirely surrounded by a covered walkway with white concrete colums supporting the roof overhang, thus imparting a Parthenon effect. The same motif is found in a portico at the main entrance where a reflection pool with fountains adds to the appearance.

shown in upper lefthand portion of photo.

ENGINEERING DEPARTMENT alone has 2,880 square feet of space.

Exterior walls of the air-conditioned office section are largely of solar bronze Thermopane glass. Special interior features of this section include a cafeteria for employees and a training room with a capacity for seating 21 persons. Equipment in this room includes a 35-mm slide projector, a 16-mm movie projector, a delinear scope projector, blackboard, flip chart and other training aids.

● **Training for railroaders.** Aside from its many intra-company functions the training room is used when courses are given to railroad personnel on Tamper equipment. Tamper spokesmen say that railroads using the company's equipment are invited to take advantage of the courses.

Production facilities of the plant are divided into machine shop, stores and assembly areas. The assembly areas are in a high bay that extends across the width of the structure at the rear. Two tracks run through the high bay which is served by overhead cranes for use when loading machines on cars.

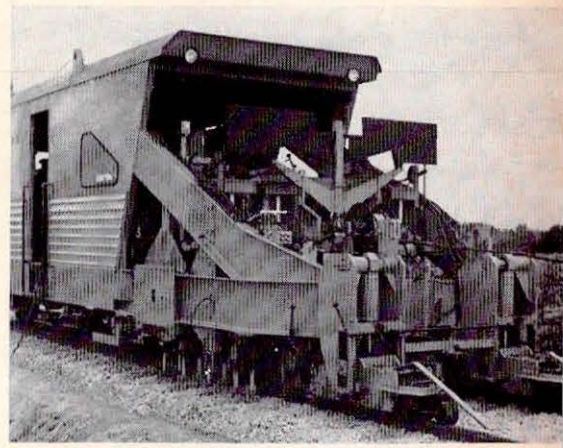
● **Provision for expansion.** The arrangement and construction of the building housing the production facilities are such as to simplify expansion, if this should become desirable. With this possibility in mind the south wall of the building was built of cement blocks so that it can easily be dismantled. The machine shop, stores and assembly areas are laid out so that their capacity can be increased merely by extending them in this direction. Expansion in this manner would entail a minimum of grading because of the relatively level nature of the ground on the south side of the building.

Other features of the manufacturing plant include: Laboratory and production control offices located overhead in a central position where the personnel has complete visibility of the manufacturing area through large glass-view panels; a large battery of modern machine tools including numerical tape-controlled drilling machines; a four-foot-high band of translucent material around the tops of the exterior walls to provide natural light for plant employees.

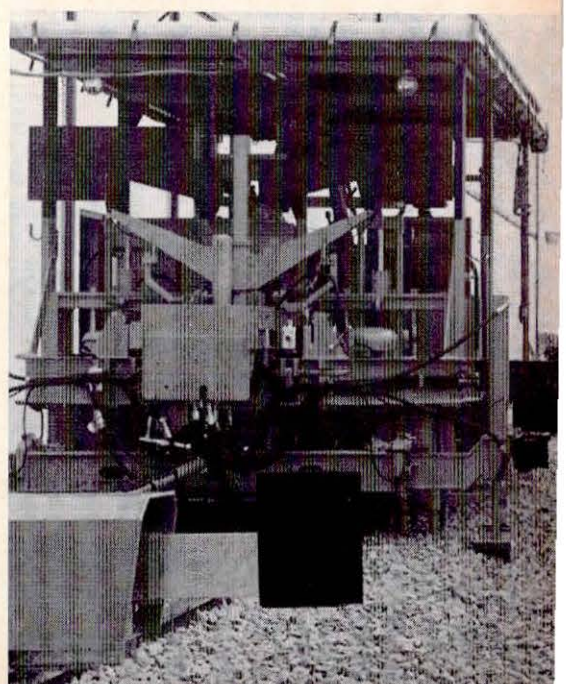
● **Test track available.** For testing its machines under actual operating conditions, Tamper has built a stone-ballasted test track outside the plant which incorporates a substantial grade, as well as tangent track, curves and spirals.

During inspection tours of the plant the company made use of the test track, as well as another outside track, for demonstrating its complete line of track-maintenance machines. The machines seen in operation included the Tri Electromatic tamper, the Autojack Electromatic Autoliner, the Junior Electromatic tamper, the Switch Electromatic tamper, the company's hydraulic spike driver with tie nipper, and its Tie Renewer for which a spike-puller attachment is available.

Also being demonstrated were three machines made in France which Tamper has been licensed to distribute in the United States. These are a rail drill, a rail saw of the power hack type, and a bolting machine. ■



FIRST PUBLIC SHOWING of Tri Electromatic tamper (above), was at plant dedication ceremonies. Autojack Electromatic Autoliner (below) was seen in operation by guests at ceremonies.



GN signs on a new "Rocky"

For some companies, the search for a fresh, new image winds up in a complete break with the past. There'll be a new symbol, a new trademark, maybe even an all-new corporate name.

But not for Great Northern. GN is still the GN. And, after lengthy and intensive study, GN and its consultants have decided to hang onto Rocky the goat, the railroad's symbol for something like 46 years. Rocky stays—but it's a mod, mod goat GN will be displaying in months to come.

More and more, railroads are looking at the face they present to their many publics—and GN's experience offers a case history in rather sharp contrast to the clean-break moves several other roads have made in the department of images.

• **Enter the men who know.** Once the decision was made to scrub up the image, GN made the follow-up decision to call in the experts—in this case, Lippincott & Margulies, Inc., New York communications and design consultants.

The impression is that a number of GN people figured Rocky would be a goner, an ancient old goat who would be put out to corporate pasture.

Lippincott & Margulies, though they had a free hand, took a long, hard and pragmatic look at Rocky (who, probably, stared back just as hard).

GN President John M. Budd tells the story this way:

"We felt that Great Northern's development and progress as a modern transportation system should be projected in a fresh, modern image. In asking our consultants to propose a new identification system for the railway, we told them there were absolutely no sacred cows — or goats — to consider.

"It would have been painful, of course, but not surprising had the experts recommended banishing Rocky from our trademark — for they are wholly unsentimental about existing symbols and other identity elements when they're researching for a corporate identification project."

• **A vote of confidence.** What happened next was a victory for the old goat—and an indication that GN must have been doing things right in their years-old promotion of the symbol.

Says John Budd: "The Lippincott & Margulies team determined, through extensive sampling of public opinion, that the goat is more widely associated by people with Great Northern's name than even we thought."

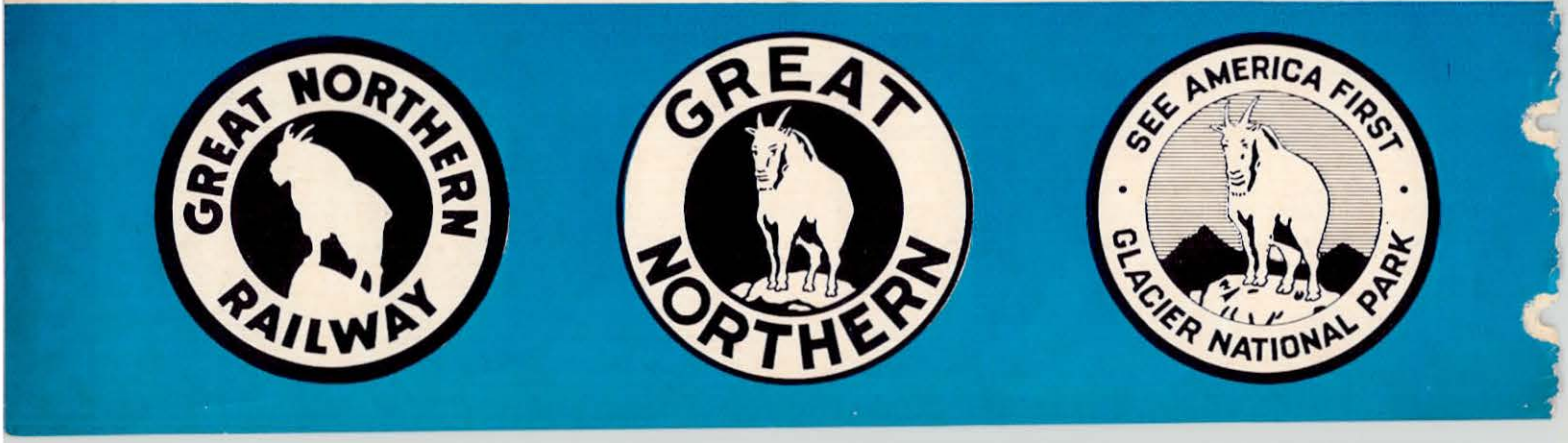
L&M did, however, recommend certain changes—and those changes are the elements that led GN to refer to the new Rocky as their mod goat.

In the new symbol, the goat will be a more vigorous, more muscular creature. And he won't have to survey the world from a position as a sort of bulls-eye encircled by the words "Great Northern Railway." Rocky will stand alone in a circle on his mountain peak, with the Great Northern logo below or to the side (see illustration, above left).

In addition, L&M proposed use of a new color, a blue which was promptly named Big Sky Blue, "because it is typical of the Big Sky country of Minnesota, the Dakotas, Montana, Idaho, Washington and Oregon, where GN runs." Though GN had used green for certain purposes in recent years, its traditional color has been called—for some reason—Omaha orange.

• **The conversion job.** Getting the new color and the pepped-up goat before the public will be a tremendous

The trail of the corporate symbol: From the various stages of the



job—with more than 50,000 units of equipment currently bearing the old symbol. But the job is beginning. The new identification system has been applied to a few passenger cars—and it will appear on eight new diesel-electric units on order from EMD and on 300 new freight cars now being built by Pacific Car & Foundry, for delivery starting in mid-May.

GN's president describes the job as one that will take quite a while: "We will not undertake a 'crash' painting program. Application of the new identification system to our rolling stock and locomotives will be progressed gradually, and will require a substantial period of time to complete. In the meantime, the modernized trademark and new color are being applied to GN's stationery, advertising, literature and the scores of forms used by the company. This transition will be accomplished within a comparatively short time."

So goes the latest move in the evolution of a symbol that began in the 1890s. Probably the first popularized mark appeared in 1895—a simple rectangle containing the words "Great Northern Railway."

● **Plugging the park.** In 1912, however, the first major change came. That was the year GN opened its hotels and chalets in Glacier National Park in Montana—and it was also the year that the late Louis W. Hill, Sr., then president of the railroad, read an ad which began with "see America first."

Hill, with an eye for a phrase and a penchant for a promotion, promptly added the "see America first" line and the name of the park to the symbol.

That Rocky Mountain goat first appeared in the trademark in 1921, at the suggestion of the late William P. Kenney, also a former GN president. At the same time, GN switched from a rectangle to a circle—and from 1921 until 1936, the goat remained much the same while many variations were made in the lettering around the circle.

In '36, the rather detailed, head-on view of the goat was replaced by a silhouette, "Great Northern Railway" became the circle wording—and there the symbol stood, for 31 years, or until GN decided to take a new look.

Not all roads would agree with GN's still-evolutionary approach to putting itself in the public eye. And, while GN and L&M people were wrestling with the problem of Rocky, Illinois Central was moving ahead to polish up its image in what might be called revolutionary fashion.

● **For IC, different decisions.** For more than 100 years, IC had used a diamond in its symbol, in one form or another. Now, the diamond's on the way out, to be replaced by an imaginative rendering of a common railroad mark, the rail section. IC's ad agency, Geyer, Morey, Ballard came up with the idea, which involves splitting the rail section down the middle and adding a dot over the left side, so the resulting symbol is a lower-case "i c".

Like GN, Illinois Central had good reason and good backing for what it did.

C. G. Massoth, IC's director of public relations, points out that "so many new developments are taking place on the Illinois Central that we felt we needed a new symbol. For one thing, our research revealed that many companies use a diamond in their trademark. We wanted a strong, simple mark, one that would be distinctively ours. Things are on the move here, and we believe that our new mark will help draw attention to that fact."

● **No quickie job.** As the experts well know, tinkering with images can be a tricky job—and one that can backfire without warning. So, the preliminary work takes time, money—and a lot of grass-roots research.

In GN's case, L&M people spent several months finding out about the railroad and what kind of image it projects. Researchers asked questions all along the line, and off-line, too.

Rocky the goat came on strong with the people in GN-land. And, as the L&M operation moved ahead, researchers found out more about goats than they probably ever thought they'd have to know.

Several points were tentatively decided upon. One recommendation involved simplification of the symbol by removing the lettering "Great Northern Railway" from its circular position. Another involved streamlining of the animal itself. A third called for elimination of the word "railway" from the mark (and there was apparently a confidence that identification with the goat symbol would be strong enough to prevent any confusion of Great Northern, minus the "railway," with other companies using the same name).

Art-department sketching, another evolutionary process, produced the final version of the symbol, with the separate circled goat and legend.

Several variations have been approved for use. On box cars, for example, the symbol itself will appear, eight feet in diameter, on the right half of the car side, with "Great Northern" stenciled in the new type style high up on the left side of the car. And the car will appear in the new Big Sky Blue paint job.

● **Promotion begins.** CN plans to spread the word on the new image throughout its territory and to the business community this week, via a large-scale publicity and advertising campaign.

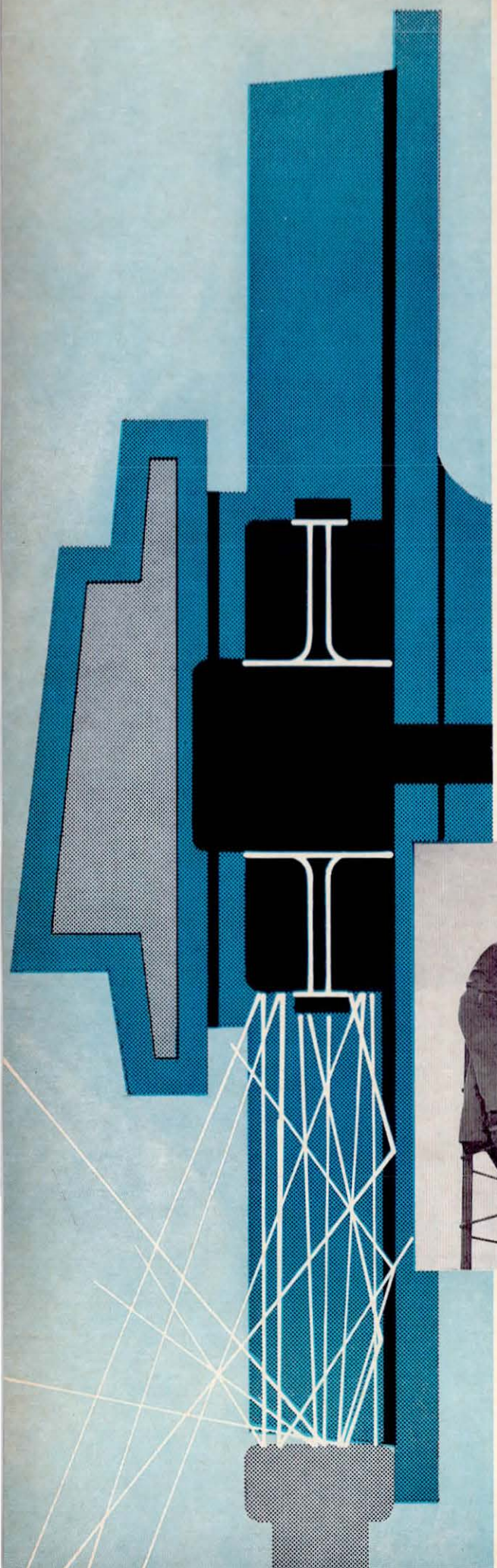
L&M's recommendation—which GN will be following—calls for use of the three-element identification system "as consistently as possible, whenever and wherever possible."

As for the outcome of the intensive identification-research studies—the decision to modernize a known symbol rather than to go into something brand new—a top L&M man on the project puts it simply: "We found out—Great Northern has quite an equity in that goat."

There might well be some who would still regard such a beast as a questionable symbol for an up-to-date railroad—since a goat does, after all, have a reputation as a rather nasty, hardly aromatic creature with a bruising way of showing his opinions. But Rocky may really have the last laugh (or whatever it is that such as he have). GN's beast is a Rocky Mountain goat—and biologically speaking, the railroad points out, he's not actually a goat. He's an antelope.

And to GN, he's king of the mountain. ■

goat, back to Glacier Park promotion, back to utter simplicity



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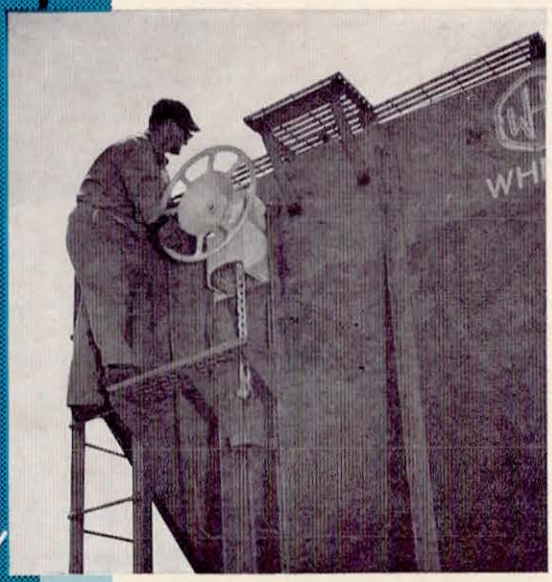

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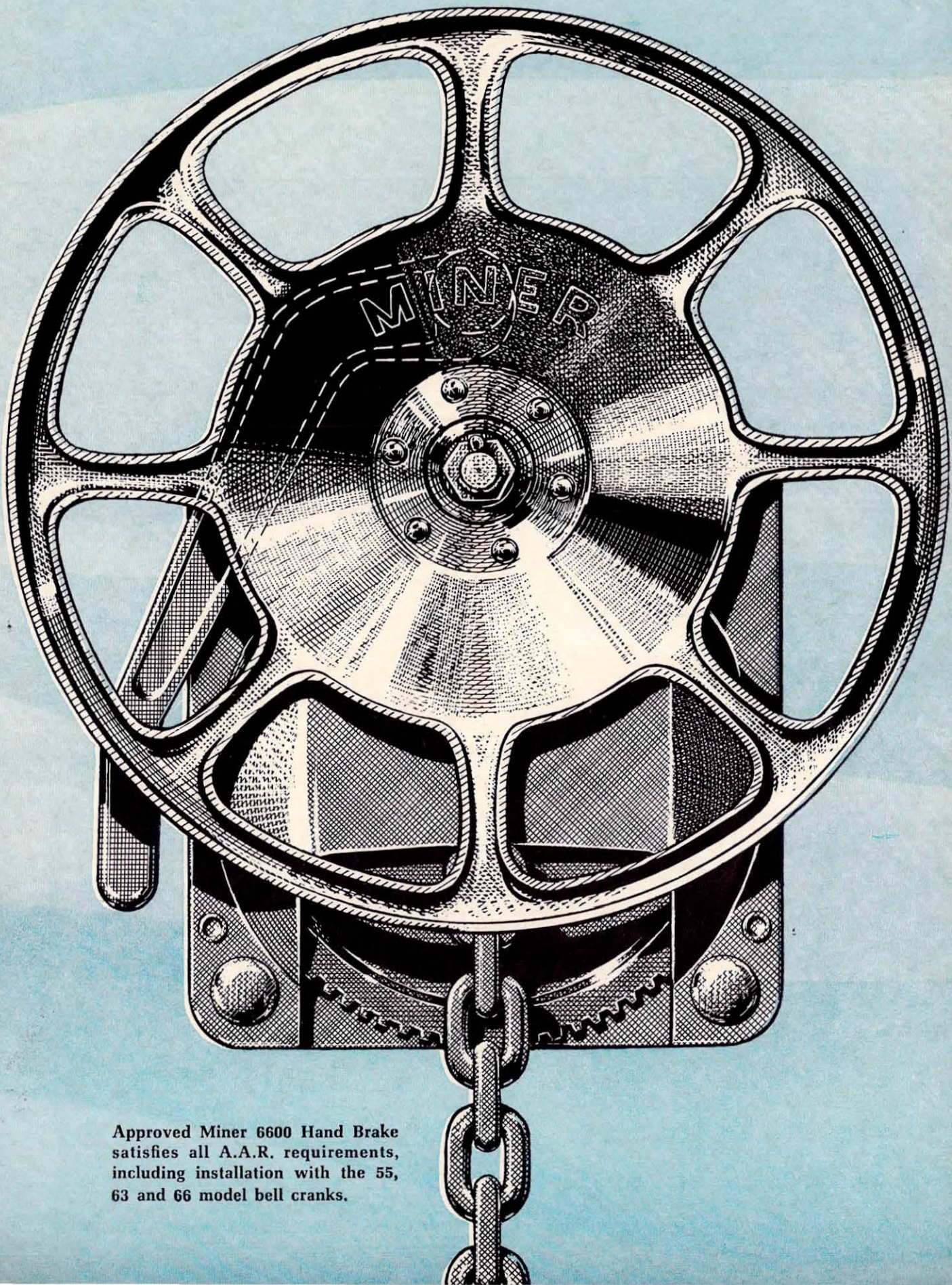
Compatible With All Three A.A.R. Bell Cranks



Approved Miner 6600 Hand Brake satisfies all A.A.R. requirements, including installation with the 55, 63 and 66 model bell cranks.

Railway Age Service Page

REVENUES AND EXPENSES OF RAILWAYS

Fourth Quarter and Twelve Months' Figures of Calendar Year 1966

(Dollar figures are stated in thousands: i.e., with last three digits omitted)

Name of Road		Average mileage operated during period	Operating Revenues: Freight	Pass.	Total (inc. misc.) 1966	Total (inc. misc.) 1965	Operating Expenses: Maint. Way and Structures: Total 1966	Total 1965	Deprec. and Retirements	Maint. Equipment: Total 1966	Total 1965	Deprec. and Retirements	Traffic	Transportation	Total 1966	Total 1965	Operating ratio 1966	Operating ratio 1965	Net from railway operation	Railway tax accruals	Net Railway operating income 1966	Net Railway operating income 1965
Akron, Canton & Youngstown	3 mos.	171	1,799	....	1,861	1,641	231	263	19	324	297	147	121	657	1,412	1,343	75.9	81.8	449	126	291	191
	12 mos.	171	7,227	....	7,436	6,767	739	911	77	1,320	1,151	426	489	2,478	5,615	5,235	75.5	77.4	1,821	675	1,046	848
Ann Arbor	3 mos.	293	2,096	....	2,138	2,524	188	248	23	489	530	144	57	1,088	1,882	1,937	88.0	76.8	256	166	—118	194
	12 mos.	293	8,839	....	9,125	9,638	964	1,007	91	1,880	1,764	575	225	4,545	7,875	7,721	86.3	80.1	1,251	665	—288	411
Atchison, Topeka & Santa Fe	3 mos.	12,900	154,768	7,875	181,076	177,867	24,755	27,413	2,859	36,444	32,626	11,170	4,903	66,699	140,421	136,787	77.6	76.9	40,655	19,054	19,463	21,686
	12 mos.	12,913	599,288	39,247	704,662	654,704	95,360	92,227	10,609	140,404	126,677	42,840	19,153	256,166	542,151	513,532	76.9	78.4	162,521	74,875	78,883	73,316
Atlantic Coast Line	3 mos.	5,743	47,825	2,543	53,868	50,930	5,354	4,918	758	9,736	8,945	3,406	2,151	21,108	41,264	38,868	76.6	76.3	12,604	5,250	5,195	5,251
	12 mos.	5,727	187,366	14,476	215,714	200,928	24,742	21,787	2,585	39,041	35,249	13,123	8,136	81,766	165,447	154,238	76.7	76.8	50,267	16,550	21,421	18,765
Baltimore & Ohio	3 mos.	5,748	96,413	1,827	105,316	99,791	10,717	10,942	1,574	15,683	16,743	2,563	2,742	41,694	77,858	75,071	73.9	75.2	27,458	6,962	6,545	7,589
	12 mos.	5,759	379,882	9,550	416,107	399,722	48,733	45,583	5,430	65,570	62,742	10,446	10,537	158,958	308,660	299,465	74.2	74.9	107,447	26,644	30,204	30,126
Bangor & Aroostook	3 mos.	544	2,847	57	2,925	2,886	666	572	70	1,072	976	474	81	1,003	3,075	2,798	105.1	96.9	—150	266	220	294
	12 mos.	544	12,604	238	13,089	13,811	3,015	3,019	270	4,209	3,946	1,776	334	4,158	12,739	12,419	97.3	89.9	350	1,041	2,007	2,153
Bessemer & Lake Erie	3 mos.	201	8,622	....	8,889	7,317	758	1,187	90	1,050	1,084	—200	183	1,800	4,343	4,726	48.9	64.6	4,546	2,131	2,869	1,904
	12 mos.	201	34,587	....	35,302	29,115	3,417	3,558	661	4,307	5,563	—464	650	6,830	17,303	17,964	49.0	61.7	18,000	9,388	10,467	7,294
Boston & Maine	3 mos.	1,529	13,352	986	16,054	15,992	1,995	1,957	432	2,318	2,225	638	348	7,163	12,628	12,172	78.7	76.1	3,426	1,369	790	1,501
	12 mos.	1,529	52,142	4,083	62,376	63,220	7,969	7,458	1,784	8,738	8,493	2,607	1,354	27,873	49,159	84,065	78.8	76.0	13,218	4,659	3,280	4,957
CPR Lines in Maine	3 mos.	234	1,102	81	1,238	1,252	311	257	60	297	297	54	59	439	1,218	1,139	98.3	91.0	21	14	—209	—198
	12 mos.	234	6,142	299	6,629	7,073	1,186	1,133	239	1,159	1,188	216	206	1,853	4,832	4,894	72.9	69.2	1,797	277	497	758
Central of Georgia	3 mos.	1,743	10,909	229	11,743	12,203	2,258	3,470	197	1,953	2,424	489	444	5,033	10,593	12,257	90.2	100.4	1,150	245	164	—474
	12 mos.	1,743	45,573	11,74	48,946	47,871	9,957	12,393	686	8,315	9,612	2,113	1,800	19,921	43,304	45,482	88.5	95.0	5,642	1,630	949	—253
Central RR of New Jersey	3 mos.	548	9,807	1,129	12,957	13,777	1,891	1,402	625	2,162	2,466	450	363	7,111	12,303	11,781	95.0	85.5	654	1,031	—1,801	—617
	12 mos.	567	40,365	4,521	53,433	51,782	6,321	5,479	1,604	9,775	9,093	1,830	1,399	28,048	48,535	45,265	90.8	87.4	4,898	4,571	—4,853	—3,240
Central Vermont	3 mos.	382	1,826	—3	1,893	2,247	407	526	54	231	316	24	40	860	1,623	1,994	85.7	88.7	270	179	—178	—218
	12 mos.	382	7,752	286	8,506	8,696	1,832	2,051	216	1,092	1,144	96	170	3,835	7,272	7,919	85.5	91.1	1,234	686	—679	—1,182
Chesapeake & Ohio	3 mos.	5,128	96,980	1,308	104,080	104,859	10,653	9,822	1,502	18,503	16,731	6,011	2,712	41,559	80,180	75,857	77.0	72.3	23,900	9,308	14,158	16,076
	12 mos.	5,128	368,966	5,807	397,198	396,648	41,853	41,322	5,972	73,602	69,757	23,806	10,290	155,448	307,126	299,420	77.3	75.5	90,072	41,499	47,636	53,342
Chicago & Eastern Illinois	3 mos.	862	9,424	475	10,607	10,923	1,434	1,368	110	2,046	2,092	555	385	4,163	8,714	8,299	82.2	76.0	1,893	727	377	1,108
	12 mos.	862	37,477	1,571	41,781	40,579	5,135	4,870	451	7,212	6,662	2,217	1,523	15,721	32,477	30,998	77.7	76.4	9,304	2,387	4,092	3,486
Chicago & Illinois Midland	3 mos.	121	1,831	....	1,881	1,990	101	114	25	234	256	36	5	420	912	1,276	48.5	64.1	969	394	465	73
	12 mos.	121	7,249	....	7,446	7,901	457	504	90	945	1,096	143	33	1,741	3,812	4,590	51.2	58.1	3,634	1,819	1,394	902
Chicago & North Western	3 mos.	10,180	54,035	4,789	61,589	56,249	9,024	8,692	1,295	9,477	8,904	3,330	1,885	25,665	48,855	45,177	79.3	80.3	12,735	4,571	3,535	3,377
	12 mos.	10,211	213,486	19,095	242,561	227,589	36,391	34,786	5,360	38,762	36,229	12,969	7,657	96,428	191,450	180,182	78.9	79.2	51,111	17,378	13,508	13,534
Chicago, Burlington & Quincy	3 mos.	8,557	64,101	4,746	76,323	72,508	9,864	9,297	1,753	11,438	12,957	2,977	2,280	31,367	59,149	55,688	77.5	76.8	17,174	6,154	7,962	8,539
	12 mos.	8,557	241,524	20,903	289,622	270,453	36,403	36,562	5,577	50,848	51,475	16,333	8,834	115,878	277,623	221,833	78.6	82.0	61,999	25,739	28,706	20,424
Chicago Great Western	3 mos.	1,427	7,570	....	7,944	7,730	989	812	149	1,272	1,339	398	360	2,993	5,943	5,675	74.8	73.4	2,001	599	464	624
	12 mos.	1,427	29,948	2	31,257	30,867	4,251	3,989	555	5,323	5,322	1,536	1,451	11,362	23,655	23,692	75.7	76.8	7,602	2,160	1,658	1,290
Chic., Milw., St. Paul & Pacific	3 mos.	10,510	56,908	2,761	66,725	64,427	10,978	7,805	1,307	10,147	8,935	2,987	1,911	27,212	54,468	48,255	81.6	74.9	12,257	5,295	2,510	8,084
	12 mos.	10,511	220,208	12,082	259,217	241,361	37,358	31,871	5,313	39,292	36,388	11,717	7,125	105,141	205,886	191,677	79.4	79.4	53,331	18,729	16,344	15,279
Chicago, Rock Island & Pacific	3 mos.	7,459	49,916	2,367	57,559	56,656	8,446	6,839	2,010	10,781	8,992	2,850	1,653	25,854	50,051	44,412	87.0	78.4	7,508	3,915	—1,877	4,360
	12 mos.	7,467	200,561	10,560	230,366	210,790	31,323	28,306	4,488	39,634	36,359	9,268	6,716	98,783	190,090	174,822	82.5	82.9	40,275	16,709	1,288	2,479
Clinchfield	3 mos.	306	7,071	1	7,148	6,678	551	650	73	837	931	503	239	1,897	3,768	3,750	52.7	56.2	3,380	720	2,925	2,524
	12 mos.	306	27,953	1	28,182	24,701	2,777	2,333	276	3,786	3,747	1,792	955	7,337	15,780	14,402	56.0	58.3	12,402	2,697	10,093	8,642
Colorado & Southern	3 mos.	709	3,682	128	4,308	4,266	512	552	55	766	746	303	92	1,841	3,562	3,430	82.7	80.4	747	434	331	452
	12 mos.	709	13,982	590	16,412	15,968	2,134	2,365	232	3,104	2,950	1,212	364	6,830	13,553	13,555	82.6	84.9	2,859	1,289	1,371	985
Ft. Worth & Denver	3 mos.	1,362	5,314	125	6,106	7,028	573	641	78	705	757	153	221	2,432	4,522	4,473	74.1	63.6	1,584	354	592	1,313
	12 mos.	1,362	20,465	687	23,788	22,945	2,862	2,717	340	3,086	3,015	570	833	9,635	18,136	17,729	76.2	77.3	5,651	1,410	1,456	696
Delaware & Hudson	3 mos.	734	10,101	224	10,614	10,675	1,272	1,209	259	1,970	1,921	587	336	3,650	7,896	7,565	74.4	70.9	2,718	1,332	1,665	1,691
	12 mos.	734	40,353	893	42,218	42,018	4,907	4,602	1,024	8,214	7,769	2,320	1,333	14,504	31,644	31,142	75.0	74.1	10,574	5,748	5,764	5,671
Denver & Rio Grande Western	3 mos.	2,162	22,102	466	23,101	23,102	2,538	1,988	560	3,392	3,443	1,138	807	7,775	15,829	15,006	68.5	65.0	7,272	2,974	4,179	3,804
	12 mos.	2,162	85,284	2,736	90,365	86,401	9,736	9,197	1,570	13,652	13,351	4,958	3,156	30,090	62,067	59,821	68.7	69.2	28,298	13,899	14,940	13,317
Detroit & Toledo Shore Line	3 mos.	50	1,728	3	1,849	1,705	195	144	14	257	244	105	66	664	1,236	1,193	66.8	70.0	614	205	210	204
	12 mos.	50	6,302	3	6,784	6,971	601	705	52	987	939	405	268	2,621	4,696	4,844	69.2	69.5	2,088	700	662	645
Detroit, Toledo & Ironton	3 mos.	469	6,566	....	7,094	6,866	466	588	71	1,516	1,668	771	213	2,381	4,905	4,879	69.1	71.1	2,189	466	1,222	1,102
	12 mos.	469	26,221	....	27,859	26,913	2,480	2,425	327	5,841	5,952	2,999	829	8,689	19,265	18,492	69.2	68.7	8,594	1,798	4,778	4,988

Fourth Quarter and Twelve Months' Figures of Calendar Year 1966

(Dollar figures are stated in thousands: i.e., with last three digits omitted)

Name of Road		Average mileage operated during period	Operating Revenues: Freight	Pass.	Total (inc. misc.) 1966	Total (inc. misc.) 1965	Operating Expenses: Maint. Way and Structures: Total 1966	Total 1965	Deprec. and Retirements	Maint. Equipment: Total 1966	Total 1965	Deprec. and Retirements	Traffic	Transportation	Total 1966	Total 1965	Operating ratio 1966	Operating ratio 1965	Net from railway operation	Railway tax accruals	Net Railway operating income 1966	Net Railway operating income 1965
Duluth, Missabe & Iron Range	3 mos.	511	5,717	....	6,399	5,634	1,763	969	363	1,661	1,558	538	52	2,347	6,573	5,392	102.7	95.7	—174	67	—70	328
	12 mos.	511	33,768	....	37,850	32,958	5,171	4,102	956	5,625	5,274	2,154	194	10,131	23,948	21,969	63.3	66.7	13,902	7,496	6,778	5,596
Duluth, Winnipeg & Pacific	3 mos.	174	1,723	....	1,746	1,557	256	189	17	129	105	3	37	770	1,279	768	73.3	49.4	467	342	—262	422
	12 mos.	174	7,884	....	7,995	7,132	1,119	1,009	69	645	591	12	147	2,722	4,851	3,959	60.7	55.5	3,144	872	826	1,483
Elgin, Joliet & Eastern	3 mos.	205	8,750	....	12,718	11,378	1,060	969	107	1,833	2,141	362	151	4,674	8,912	8,514	69.7	74.8	3,806	2,194	1,279	952
	12 mos.	205	36,309	....	52,474	51,534	4,673	4,385	399	7,554	8,569	1,031	604	18,315	35,406	36,498	67.4	70.8	17,068	9,863	5,363	4,832
Erie Lackawanna	3 mos.	2,883	51,548	2,725	61,721	60,414	6,304	5,591	1,369	10,021	9,449	2,449	1,333	27,144	47,797	46,223	77.4	76.5	13,924	4,312	5,074	6,009
	12 mos.	2,888	201,359	11,648	235,797	229,994	25,714	23,779	4,998	37,257	37,585	9,784	5,169	105,984	185,291	185,044	78.6	80.5	50,506	17,478	16,982	12,202
Florida East Coast	3 mos.	572	60,80	9	6,186	6,708	1,613	1,119	307	872	933	302	163	1,563	4,673	4,909	75.5	73.2	1,514	512	155	609
	12 mos.	572	23,544	33	23,975	24,387	5,137	3,728	723	3,924	3,819	1,361	627	7,165	18,658	17,663	77.8	72.4	5,317	1,999	221	2,254
Georgia Railroad	3 mos.	331	2,142	27	2,475	2,352	321	310	36	380	418	94	146	1,015	1,997	1,907	80.7	81.1	478	143	320	310
	12 mos.	331	8,353	104	9,566	8,479	1,307	1,079	137	1,636	1,601	415	587	3,827	7,896	7,209	82.5	86.2	1,671	557	986	725
Grand Trunk Western	3 mos.	946	15,434	503	17,356	16,524	2,703	1,791	504	2,726	2,388	193	256	7,826	14:443	12,688	83.2	76.8	2,913	1,334	—1,769	—797
	12 mos.	946	58,534	2,484	66,369	64,706	8,337	7,801	1,029	9,382	8,933	774	987	30,010	52,382	50,588	78.9	78.2	13,987	5,368	—4,108	—2,426
Great Northern	3 mos.	8,227	63,117	2,399	70,639	73,798	9,190	8,270	1,739	10,964	11,068	2,527	1,904	27,205	53,389	50,422	75.6	68.3	17,251	8,581	7,508	13,754
	12 mos.	8,274	251,754	10,736	281,777	265,630	37,992	36,244	4,927	45,227	44,650	12,522	7,192	102,571	207,857	200,682	73.8	75.5	73,921	37,351	32,288	33,040
Gulf, Mobile & Ohio	3 mos.	2,745	21,901	557	23,943	22,439	2,965	3,016	267	4,463	4,074	1,047	777	7,897	17,106	16,882	71.4	75.2	6,837	2,625	2,552	2,425
	12 mos.	2,745	83,001	2,217	90.947	84,161	11,453	11,199	1,015	17,292	15,947	4,622	3,206	30,535	66,537	64,150	73.2	76.2	24,410	8,815	10,218	8,771
Illinois Central	3 mos.	6,458	67,685	5,942	78,871	75,661	9,300	8,061	1,301	13,092	13,066	3,437	1,968	30,431	58,881	55,746	74.7	73.7	19,990	7,236	9,738	7,900
	12 mos.	6,460	251,903	23,856	295,989	282,524	38,808	35,988	4,985	54,546	51,446	13,716	7,964	114,316	231,420	222,317	78.2	78.7	64,569	27,527	25,064	22,354
Illinois Terminal	3 mos.	340	2,389	....	2,669	2,404	293	279	11	465	324	113	124	978	2,047	1,783	76.7	74.2	621	185	169	155
	12 mos.	340	9,225	....	10,479	9,277	1,110	1,035	43	1,759	1,407	409	490	3,816	7,894	7,168	75.3	77.3	2,585	583	954	136
Kansas City Southern	3 mos.	894	10,811	312	12,483	12,074	1,301	931	151	1,779	1,676	600	351	4,139	8,058	7,463	64.6	61.8	4,425	1,208	1,872	2,202
	12 mos.	894	43,807	1,239	50,373	47,125	4,681	4,190	786	6,964	6,487	2,041	1,359	16,514	31,391	29,435	62.3	62.5	18,982	4,828	8,180	8.012
Lake Superior & Ishpeming	3 mos.	103	1,314	....	1,638	1,468	369	278	65	371	371	193	10	573	1,425	1,391	87.0	94.7	213	126	115	108
	12 mos.	103	5,302	....	6,685	6,086	1,120	996	258	1,469	1,256	766	31	1,986	4,971	4,554	74.4	74.8	1,714	752	1,164	975
Lehigh Valley	3 mos.	1,098	11,273	....	11,703	10,927	1,323	1,002	320	1,556	1,869	261	401	5,745	9,682	9,507	82.7	87.0	2,021	890	—45	—517
	12 mos.	1,099	43,704	....	45,293	44,959	4,908	4,566	1,106	6,398	6,700	1,522	1,595	22,615	38,153	38,025	84.2	84.6	7,139	3,591	—1,366	—1,752
Long Island	3 mos.	327	2,122	16,871	19,849	19,464	2,882	2,677	286	4,256	3,857	445	203	10,801	19,447	18,610	98.0	94.7	402	1,199	—1,640	—1,033
	12 mos.	327	8,754	67,634	79,370	79,122	11,264	10,594	1,247	16,176	15,560	1,781	804	42,385	75,392	73,228	95.0	92.6	3,978	4,603	—4,958	—2,422
Louisiana & Arkansas	3 mos.	746	6,548	131	7,117	7,021	809	529	89	1,064	930	460	288	2,472	4,934	3,494	69.3	62.6	2,183	452	1,218	1,850
	12 mos.	746	25,918	583	28,447	28,100	3,627	2,819	349	4,128	3,750	1,602	1,112	9,656	19,680	17,977	69.2	64.0	8,760	2,325	4,359	5.064
Louisville & Nashville	3 mos.	5,644	71,751	1,374	77,655	75,043	6,581	9,895	1,351	15,171	14,094	6,445	1,733	29,578	56,968	56,314	73.4	75.0	20,687	8,694	11,792	10,774
	12 mos.	5,645	269,035	5,832	292,216	274,613	33,288	35,207	4,737	58,003	54,497	24,639	6,916	109,807	222,591	215,006	76.2	78.3	69,626	26,411	38,202	34,712
Maine Central	3 mos.	921	5,697	....	5,828	5,600	1,197	1,094	196	1,093	1,298	277	87	1,970	4,707	4,867	80.8	86.9	1,121	382	556	321
	12 mos.	925	22,328	12	22,839	21,974	4,426	4,163	448	4,450	4,507	1,115	363	7,805	18,482	17,996	80.9	81.9	4,357	1,486	21,05	1,790
M-K-T Lines	3 mos.	3,017	13,004	4	13,644	13,318	3,111	2,932	260	2,452	2,589	570	664	5,406	12,368	12,223	90.6	91.8	1,276	930	—1,537	—1,350
	12 mos.	3,017	52,322	3	54,819	49,600	10,824	8,453	978	10,728	9,492	2,334	2,518	21,899	48,713	44,347	88.9	89.4	6,106	4,386	—5,335	—5,379
Missouri Pacific	3 mos.	9,013	76,866	1,112	85,337	83,445	12,836	11,715	1,926	14,595	15,085	3,705	1,953	30,340	64,367	16,806	75.4	74.1	20,970	6,560	7,879	9,701
	12 mos.	9,054	293,141	5,081	324,696	313,732	45,196	42,595	4,933	53,892	53,828	14,597	7,646	113,990	236,127	230,291	72.7	73.4	88,569	27,363	26,118	38,928
Monon	3 mos.	541	5,222	79	5,704	5,451	628	664	64	809	768	223	298	1,893	4,054	3,793	71.1	69.6	1,650	323	994	921
	12 mos.	541	19,400	291	21,101	19,424	2,601	2,300	253	3,150	2,991	838	1,092	7,393	15,753	14,811	74.7	76.3	5,348	1,246	2,615	2,209
New York Central	3 mos.	9,704	131,194	11,629	168,205	170,335	17,351	15,197	3,932	28,445	27,990	7,423	3,327	80,037	137,136	132,556	81.5	77.8	31,070	4,988	14,249	19,839
	12 mos.	9,746	529,624	48,615	670,206	661,454	73,141	67,633	14,171	109,393	111,443	29,220	12,971	305,702	534,515	528,060	79.8	79.8	135,691	35,369	57,130	50,348
Pittsburgh & Lake Erie	3 mos.	209	7,327	32	7,845	7,066	851	359	198	2,223	2,291	946	239	3,065	6,953	6,182	88.6	87.5	892	1,935	3,626	2,590
	12 mos.	211	31,513	129	33,936	34,975	3,608	3,238	718	9,945	10,881	3,959	959	11,939	28,747	28,804	84.7	82.4	5,189	10,092	14,886	11,577
New York ,New Haven & Hartford	3 mos.	1,555	15,990	9,536	31,306	31,721	5,213	4,275	1,619	5,737	6,164	1,089	597	16,023	29,670	29,269	94.8	92.3	1,637	2,181	—3,668	—2,679
	12 mos.	1,566	66,281	37,652	125,645	121,434	18,256	16,642	4,084	23.404	23,838	4,736	3,281	62,739	115,436	113,983	91.9	93.9	10,209	9,168	—13,044	—16,008
Norfolk & Western	3 mos.	7,588	149,834	1,080	159,054	155,122	16,448	15,710	2,281	24,975	24,173	9,899	4,017	56,711	109,670	104,503	69.0	67.4	49,383	11,236	34,797	31,601
	12 mos.	7,563	579,304	4,554	613,985	592,493	59,305	57,202	9,097	94,692	89,544	36,838	14,989	214,130	410,781	390,725	66.9	65.9	203,204	59,932	128,518	117,939
Norfolk Southern	3 mos.	624	2,415	....	2,478	2,405	462	341	70	438	331	149	149	814	2,072	1,863	83.6	77.4	405	192	23	198
	12 mos.	601	9,182	....	9,398	8,871	1,680	1,516	260	1,540	1,432	558	577	3,115	7,790	7,424	82.9	83.7	1,608	677	345	296
Northern Pacific	3 mos.	6,745	49,247	1,752	54,449	52,578	9,181	7,443	1,389	8,044	9,403	2,804	1,583	21,242	43,571	41,586	80.0	79.1	10,877	6,246	5,176	7,317
	12 mos.	6,478	189,783	7,632	210,190	197,913	32,944	30,816	4,474	36,169	36,116	11,315	5,705	80,877	168,698	163,703	80.3	82.7	41,492	24,255	21,041	18,153

(Continued on next page)

Railway Age Service Page

REVENUES AND EXPENSES OF RAILWAYS

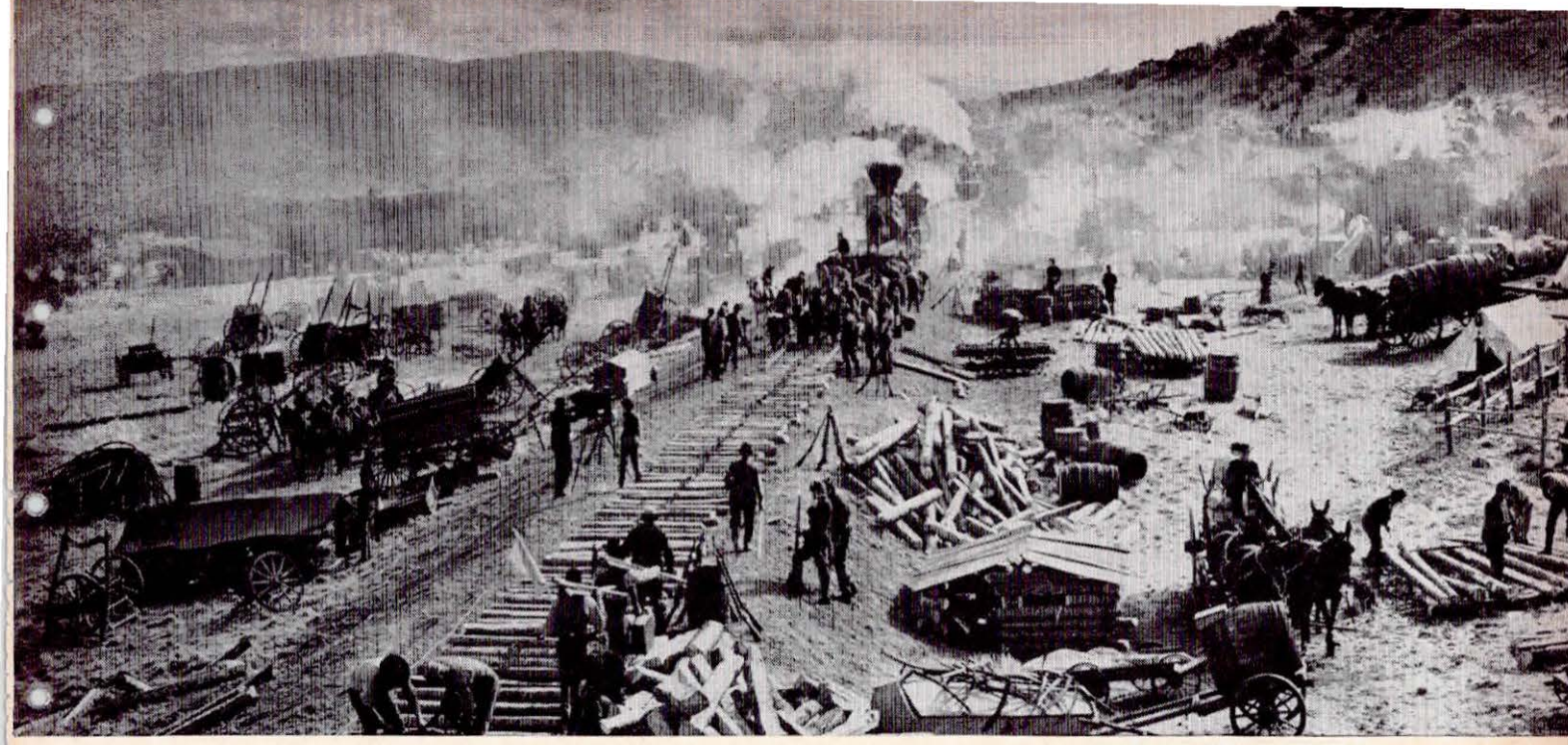
Railway Age Service Page

REVENUES AND EXPENSES OF RAILWAYS

Fourth Quarter and Twelve Months' Figures of Calendar Year 1966

(Dollar figures are stated in thousands: i.e., with last three digits omitted)

Name of Road		Average mileage operated during period	Operating Revenues: Freight	Pass.	Total (inc. misc.) 1966	1965	Operating Expenses: Maint. Way and Structures: Total 1966	1965	Deprec. and Retirements	Maint. Equipment: Total 1966	1965	Deprec. and Retirements	Traffic	Transportation	Total 1966	1965	Operating ratio 1966	1965	Net from railway operation	Railway tax accruals	Net Railway operating income 1966	1965
Northwestern Pacific	3 mos.	328	1,831	4	1,852	2,260	1,395	370	99	169	136	4	18	720	2,430	1,338	131.3	59.2	—579	Cr.185	—855	223
	12 mos.	328	9,095	16	9,201	7,258	3,565	1,245	281	629	504	15	74	2,993	7,650	4,569	83.1	63.0	1,552	462	—946	70
Pennsylvania	3 mos.	9,558	186,347	19,282	234,489	226,110	21,713	22,432	4,979	39,853	39,770	9,275	3,274	105,810	183,762	180,794	78.4	80.0	50,727	15,231	14,512	8,348
	12 mos.	9,567	718,920	81,047	907,679	892,554	88,321	88,197	17,930	151,017	148,879	36,108	13,344	407,014	708,563	699,670	78.1	78.4	199,116	61,459	56,528	45,503
Penn.-Reading Seashore Lines	3 mos.	331	1,849	53	2,028	1,994	197	264	—125	356	458	69	15	1,382	2,095	2,192	103.3	109.9	—67	139	—652	—868
	12 mos.	339	6,975	335	7,924	8,267	1,512	1,676	193	1,576	1,699	286	61	5,487	9,081	9,529	114.6	115.3	—1,158	570	—3,603	—3,997
Piedmont & Northern	3 mos.	150	1,590	....	1,668	1,473	169	159	18	123	94	34	112	359	894	840	53.6	57.0	774	362	227	334
	12 mos.	150	6,583	....	6,837	6,053	587	559	73	452	403	135	436	1,449	3,459	3,297	50.6	54.5	3,378	1,615	972	908
Reading	3 mos.	1,232	22,833	1,758	26,884	26,400	3,468	3,735	626	4,687	4,720	1,667	664	10,819	21,305	21,020	79.2	79.6	5,579	1,673	2,479	2,441
	12 mos.	1,258	89,787	6,425	104,821	105,172	14,572	14,189	2,757	18,333	18,625	6,462	2,641	42,474	84,460	84,432	80.6	80.3	20,362	7,533	7,732	8,220
Richmond, Fred. & Potomac	3 mos.	118	4,425	995	6,606	6,426	453	473	98	728	946	271	89	2,331	4,124	4,246	62.4	66.1	2,482	816	1,458	908
	12 mos.	118	18,314	4,692	27,389	25,737	2,167	2,066	381	3,616	3,786	988	365	9,208	17,365	17,244	63.4	67.0	10,024	4,505	4,336	3,469
St. Louis-San Francisco	3 mos.	4,565	34,281	164	36,454	36,250	4,065	4,134	578	4,542	5,446	1,689	1,285	13,152	25,131	26,046	68.9	71.9	11,323	4,553	5,199	5,043
	12 mos.	4,565	135,323	704	143,610	140,635	19,749	18,738	2,526	19,733	20,695	7,578	5,145	51,591	104,835	105,296	73.0	74.9	38,775	15,768	17,529	16,325
St. Louis Southwestern	3 mos.	1,565	24,371	....	24,632	24,166	2,253	2,899	334	5,005	4,432	1,766	647	8,467	17,127	17,551	69.5	72.6	7,505	2,652	5,115	4,433
	12 mos.	1,567	94,090	1	95,097	89,512	8,572	8,342	976	15,331	13,611	6,701	2,548	31,788	61,476	57,887	64.6	64.7	33,621	13,223	21,561	21,427
Seaboard Air Line	3 mos.	4,122	41,122	2,952	48,139	46,365	5,330	4,771	953	8,472	8,353	2,991	1,715	18,724	36,595	35,299	76.0	76.1	11,544	3,546	5,730	5,686
	12 mos.	4,123	158,475	14,858	188,402	181,197	24,501	22,909	3,252	34,103	33,094	11,604	6,983	72,071	146,659	140,993	77.8	77.8	41,744	14,884	18,864	18,880
Soo Line	3 mos.	4,692	21,893	51	22,634	21,205	3,815	3,360	895	2,865	3,089	851	718	8,776	17,198	16,440	76.0	77.5	5,436	1,280	1,875	1,577
	12 mos.	4,592	90,206	204	92,849	85,902	14,587	13,470	1,863	12,251	11,780	3,381	2,847	34,597	68,202	65,044	73.5	75.7	24,647	8,239	9,102	8,388
Southern Ry	3 mos.	6,254	73,887	1,293	79,915	80,067	9,519	9,442	2,396	12,896	13,278	3,964	1,984	26,058	54,739	55,997	68.5	69.9	25,176	7,742	11,333	11,857
	12 mos.	6,254	291,265	7,001	316,335	303,218	34,904	35,566	6,888	52,344	52,230	16,187	7,660	103,453	215,213	214,946	68.0	70.9	101,122	32,021	42,711	40,787
Alabama Great Southern	3 mos.	327	4,069	80	4,646	4,743	795	548	148	1,023	982	312	125	1,775	3,985	3,805	85.5	80.2	662	248	—40	216
	12 mos.	327	17,513	425	19,735	18,930	2,507	2,465	484	3,960	3,811	1,194	499	6,857	14,909	15,050	75.5	79.5	4,825	1,643	1,751	1,145
Cinn., New Orleans & Tex. Pac.	3 mos.	337	11,354	96	12,199	10,414	954	1,182	243	2,515	2,481	994	267	3,430	7,686	8,207	63.0	78.8	4,513	1,777	3,344	1,372
	12 mos.	337	41,581	559	44,565	41,339	4,176	4,674	956	9,971	9,798	3,682	1,067	13,394	30,683	32,050	68.9	77.5	13,882	5,572	9,580	5,901
Georgia Southern & Florida	3 mos.	396	2,886	2	2,984	2,181	308	248	58	182	174	30	55	824	1,497	1,461	50.2	67.0	1,488	311	314	129
	12 mos.	396	9,946	52	10,517	8,467	1,397	1,452	179	818	750	121	221	3,226	6,143	6,178	58.4	73.0	4,374	751	717	—263
New Orleans & Northeastern	3 mos.	203	2,591	63	2,891	3,000	344	236	92	637	835	284	75	964	2,204	2,588	76.2	86.3	687	339	223	179
	12 mos.	203	10,231	330	11,481	11,298	1,648	1,525	480	2,598	2,989	1,126	300	3,909	9,221	9,885	80.3	87.5	2,260	1,040	997	704
Southern Pacific	3 mos.	11,694	185,523	4,056	200,321	207,033	27,815	30,814	3,589	41,564	41,428	13,367	3,259	82,587	163,966	165,600	81.9	80.0	36,355	17,877	9,667	13,421
	12 mos.	11,704	764,168	200,08	822,355	795,896	101,141	97,611	11,369	166,181	156,454	52,000	13,274	320,417	641,468	619,171	78.0	77.8	180,888	81,773	62,060	67,348
Spokane, Portland & Seattle	3 mos.	922	9,260	210	10,118	10,144	1,414	1,353	184	1,541	1,461	434	122	3,947	7,481	7,495	73.9	73.9	2,637	671	1,420	868
	12 mos.	934	36,840	1,052	40,492	38,702	5,307	5,098	716	6,112	5,949	1,723	468	15,436	29,078	28,385	71.8	73.3	11,413	4,410	4,724	4,009
Texas & Pacific	3 mos.	1,722	16,787	347	19,098	19,151	2,968	3,416	916	3,281	3,655	1,065	664	7,583	15,384	15,912	80.6	83.1	3,714	858	917	1,667
	12 mos.	1,744	66,358	1,542	74,602	71,802	11,269	10,512	1,826	12,464	12,439	4,094	2,067	29,133	58,917	57,286	79.0	79.8	15,684	3,948	5,004	5,731
Toledo, Peoria & Western	3 mos.	239	2,086	1	2,226	2,094	218	195	21	174	234	46	170	769	1,519	1,458	68.2	69.6	708	276	201	254
	12 mos.	239	7,971	1	8,459	8,097	979	902	91	672	802	186	669	2,841	5,858	5,558	69.3	68.6	2,601	949	650	772
Union Pacific	3 mos.	9,490	135,361	4,989	153,264	146,852	19,348	17,589	2,990	27,343	21,907	11,708	4,205	55,172	114,859	103,185	74.9	70.3	38,406	11,224	24,653	21,922
	12 mos.	9,525	522,036	22,971	589,138	549,190	72,208	64,256	8,102	103,060	95,821	44,370	14,954	203,608	425,002	403,683	72.1	73.5	164,135	67,140	86,256	66,944
Western Maryland	3 mos.	866	12,068	....	12,710	12,753	1,839	1,480	192	3,140	2,898	988	425	4,595	10,692	9,613	84.1	75.4	2,018	730	2,410	2,371
	12 mos.	866	48,214	....	50,453	50,871	7,263	6,675	878	11,955	11,696	3,954	1,581	17,437	40,662	39,443	80.6	77.5	9,791	5,504	8,304	8,417
Western Pacific	3 mos.	1,176	15,452	531	16,361	16,720	1,830	2,019	301	2,721	2,509	904	842	5,960	12,937	11,727	79.1	70.1	3,423	1,167	1,739	2,771
	12 mos.	1,176	60,042	2,525	63,591	59,666	7,510	7,225	1,088	10,231	9,282	3,119	3,268	21,995	48,299	45,127	75.5	75.6	15,652	5,447	8,343	7,857



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The toughest job is yet to come.

Building roads a century ago was hard, brutal work. But keeping railroads efficient and competitive today is an even tougher job, calling for bold new answers to old problems.

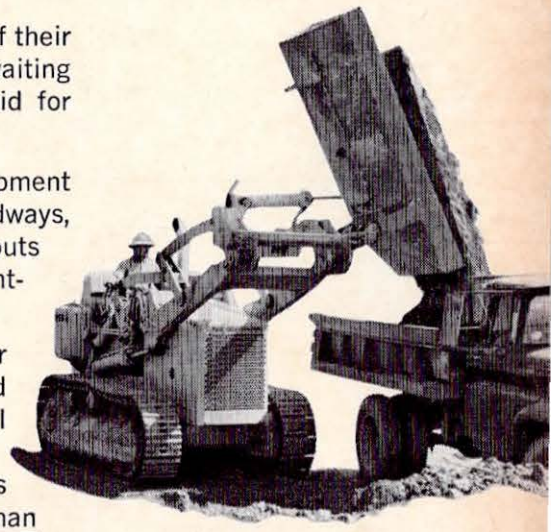
A railroad in the Midwest studied the costs of operating a track-bound gang. The locomotive crane, locomotive and work cars required a seven-man crew. Assuming 400 workdays of 10 hours per day each year, labor cost alone came to $100,000.

Closer study revealed that 80 percent of their time was wasted spot time, idly spent waiting for revenue trains to clear. Dollars paid for waiting? $80,000 per year.

A modern spread of earthmoving equipment can do the same work—maintaining roadways, cleaning ditches, restoring roadbed washouts and sloping cuts—and never needs shunting aside.

Two D6B Tractors, a 977H Traxcavator and a No. 12E Motor Grader, each equipped with suitable accessories, are a typical railroad spread. Annual owning and operating costs—including operator's wages—for this spread would have been less than $64,000 (estimated by standard industry method).

In other words, the yearly savings in spot time for this railroad could have kept a Cat-built spread going nearly 15 months. Why not check the savings your road can achieve with Cat-built equipment?



This Cat 955 track-type Loader, equipped with a side dump bucket, is excavating and grading a new yard facility in a southern state. Side dumping allows digging and loading in tight quarters without turning and can boost production on many jobs.

CATERPILLAR

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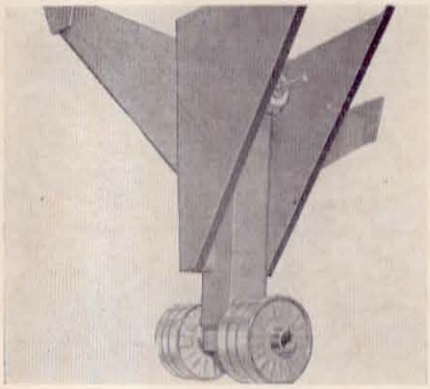
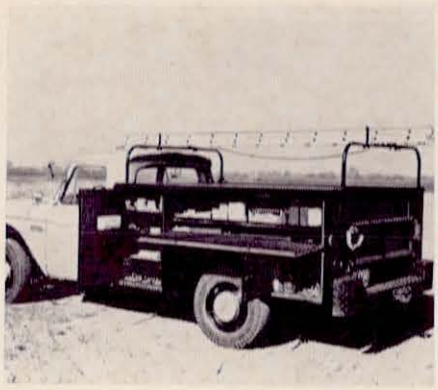
NEW PRODUCTS REPORT



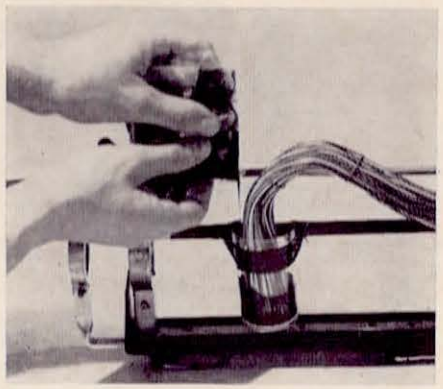
Mounting Bracket (RA-1)

The strutless mounting bracket designed to strengthen the new Liftmaster landing gear for trailers is welded to a standard four-crossmember subassembly without interfering with conventional 12-in. crossmember spacing. The landing gear is bolted directly to the bracket which is built of 7- and 10-gauge high-strength materials, welded together. The bracket is also adaptable for most models of other landing-gear manufacturers. *Binkley Co.*



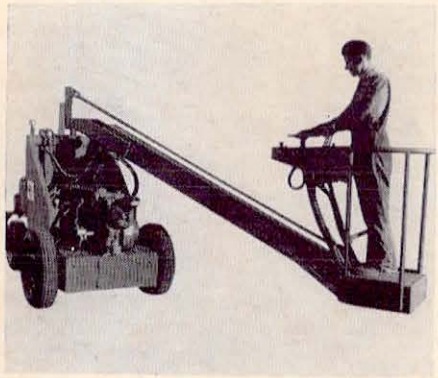
Maintenance Truck Body (RA-2)

Planned for railroad maintenance, a new utility truck body features a "file box" system of storage for hand tools, supplies and parts. The outside compartment doors are weathertight, of die-formed double panel construction, suspended on pin hinges. Protection against theft and vandalism is provided by locks, keyed alike, on all compartment doors. The body is of unitized welded steel construction with safety tread truckbed floors. *Reading Body Works.*



Cable Sealing Resin (RA-3)

Capping and sealing communications cable and capping dropwire stubs in direct burial splices can be accomplished with a new two-part resin known as "Scotch cast." It is a fast curing, flexible polyurethane material especially designed for use in communications applications where low-voltage systems are in use. The resin cures within 2 to 5 min at 75-deg. F, and will not harm sensitive plastic wire insulation. It is packaged in the "Unipak" container. *3M Company.*



Work Platform (RA-4)

The Swift line of elevating, self-propelled, one-man-operated work platforms now includes a narrow-aisle design with 60 deg of arc hydraulic traversing or slewing action. New power steering eases operation, and hydraulic finger-tip control permits precision positioning, enabling the platform to creep into tight places. The wide design has optional platform heights to 24 ft. All models handle work loads to 800 lb. *Shipley Manufacturing Co.*

Cable Carrier (RA-5)

The 46B cable carrier system is a 24-channel fully synchronized solid-state system for short-haul applications, fully compatible with the 45BN system. All channels may be fully utilized in any combination of data or toll quality voice traffic. One of the features of the 46B is the use of single-sideband suppressed-carrier techniques in the modulation scheme. The basic frequency block is 60-108 kilocycles. *Lenkurt Electric Co. Inc.*

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Today, railroad car wheels must be able to withstand extremes in temperature, heavy loads, faster speeds. Edgewater Wrought Steel Wheels are given extra strength and stamina through forging and rolling. These processes refine the metal, making it denser, tougher and stronger than the original cast structure. Railroads have had a half-century of experience with Edgewater wheels, and today are buying more than ever before.

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WATCHING **WASHINGTON** WITH WALTER TAFT

TAFT

ATTRITION SEEMS TO BE IN STYLE—Imposition of employee - protection conditions on the attrition basis in railroad merger and acquisition-of-control cases is becoming an ICC habit. Such conditions have now been imposed again—and spelled out for the first time—in the Commission's report approving merger of the Chicago Great Western into the Chicago & North Western (p. 38). That unanimous report, written by Commissioner Kenneth H. Tuggle, came less than two months after a call for an employee-management agreement for attrition-basis protection had been tied to the Commission's approval of control of Western Maryland by the Chesapeake & Ohio and Baltimore & Ohio (RA, Mar. 13, p. 15).

The latter marked the first imposition of attrition conditions by the Commission on its own initiative. Similar conditions had been in earlier Commission merger orders, but they were put in only after they had been agreed upon by the managements and interested unions.

HABIT COULD BECOME POLICY—The departure in Western Maryland came with a statement emphasizing that the Commission was not making attrition its general policy—that it would continue dealing with the matter on a case-by-case basis. No similar statement was made in the North Western-Great Western report, but that silence, of course, does not mean that the case-by-case approach has been abandoned. On the other hand, the spelling out of attrition conditions in North Western-Great Western is a first. And it is not only new, but it is being appraised authoritatively as quite significant.

JOB FREEZE WITH MELTAGE—The spelled-out conditions reveal that attrition means to the Commission a job freeze with liberal transfer and severance arrangements. As the decision put it generally: "No employee who, as of the time this merger application was filed, was actively employed by the applicants, or who was thereafter actively employed, shall be disemployed as a result of the [merger] . . . or be placed in a worse position with respect to compensation, working conditions, fringe benefits [etc] at any time during his employment by the merged company." These benefits would not apply to employees hired on temporary bases, or for work on non-recurring projects. Other excluded employees would be those who died, resigned or retired before their benefits were exhausted, and those dismissed for cause or furloughed due to seasonal requirements of the service.

Transfer provisions would let the merged company transfer employees or work, provided craft lines were not crossed. The transferees would be entitled to moving expenses, and reimbursement for losses from sales of their homes. Severance pay would be available to those refusing to transfer as well as to those dismissed as a result of the merger. These separation alowances would range from 90 days' pay for employees in service less than a year to 20 months' pay for employees on the job five years or more.

WHAT THE BOSS WANTS—The report prepared the way for its attrition plan by suggesting that Congress might like to have employee protection handled that way. The Commission, of course, recognizes Congress as its boss. It found pertinent Congressional actions indicating "a particular concern for employees and a recognition that the nation's rail transportation depends considerably upon the morale and well being of the men who are its life spirit."

In other words, the Commission thinks Congress has been saying that improvement in the lot of employees should go hand in hand with improvement of the railroad system. The report hastened to add that the Commission doesn't think Congress intended to preserve unneeded jobs. So, attrition looked like the happy medium.

Systems approach is vital for the future

Electrification and high-speed transport spotlight its need.

Today's resurgent railroads are being rated worthy of risk-taking by groups which, until recently, have paid them scant attention. Current railroad involvement of two of these—the electric utilities and the U.S. Government—were described by speakers at the recent Railroad Conference of the American Society of Mechanical Engineers and the Institute of Electrical and Electronics Engineers.

Both the electric utilities in their active study of railway electrification and the federal government in its research in high-speed ground transportation are stressing the "systems approach." E. O. George, vice president for marketing for Detroit Edison, explained to the Erie, Pa., meeting that "what we do today in railroad electrification will have far reaching effects . . . and should be related to, and an effective part of a coordinated, integrated system of transportation incorporating various modes for the movement of people and goods—one that can operate properly under the pressures of rapid changes."

- **Balanced system.** Ultimately, said the utility executive, it is possible to visualize "a total, balanced transportation system in which electrified railroads would occupy a position of major importance."

Near-term prospects for electrifying railroads are being actively investigated by the Edison Electric Institute, a utility trade association. Summarized by George as important trends favoring electrification:

—Potential for lower capital costs;
—Increased traffic densities;
—Revitalization of the railroad industry;
—Railroads' need for greater speed and horsepower;
—Utilities' ability to handle the railroad load and offer competitive energy prices.

A Railroad Electrification Commit-

tee, established by EEI to determine the technical and economic feasibility when utilizing contemporary technology, has already concluded that commercial frequency (60-cycle) systems have the economic edge and that there are no insoluble problems relating to utility supply. Today's large, interconnected utility systems can easily fill the energy requirements for extensive commercial-frequency railroad electrification.

● **Down to specifics.** Beyond its basic engineering study, the Committee was hampered by a lack of up-to-date technical and economic data. This led the EEI group to undertake, with the railroad's cooperation, a total feasibility study of electrification of the New York Central line between New York City and Cleveland.

The route was chosen, George explained, because "its length, terrain and traffic density appeared to be ideal for electrification and would provide the greatest possible store of usable data." This investigation has not yet advanced to a stage for real conclusions. However, "preliminary indications are that electrification would be entirely feasible." Final results will probably be available later this year.

● **Utilities' stake.** From the standpoint of the utilities, George observed, "the most obvious benefit would be the potential for increased sales. On the average, 25 kilowatt hours of electricity would be required for every 1,000 gross ton miles. This means, based on existing freight traffic, energy sales that would total well over 15 billion kilowatt hours annually if all the major railroad lines were electrified."

Terming this a "tremendous and attractive" market, he cited other 'less direct but equally important advantages." Electrified railroads, by offering faster, more efficient service, would greatly aid in area development by attracting new industries and holding existing ones through adequate, low-cost rail transportation. "The resultant electrical load growth will benefit electric companies," he explained.

● **Railway research.** A systems R&D approach, somewhat akin to that of the utilities, is being taken by the U.S. Government's Office of High Speed Ground Transportation (OHSGT) in its investigation of the potentials in contemporary railway technology. E. J. Ward, OHSGT director for engineering research and development, told the ASME-IEEE meeting that, sparked with some federal assistance, "railroad research horizons are broadening . . . and that it is possible to see much further ahead now."

He remarked that some of the current OHSGT activities really are a resumption of R&D work undertaken in the late 1930s and subsequently suspended. It is to be hoped, said Ward, that the present modest federal effort will bring others into research in railway technology.

● **High-speed testing.** High-speed tests over the special track in the Pennsylvania main line between Trenton and New Brunswick, N.J., (RA, Nov. 14, 1966, p. 15) are to be characterized from now on by a systems analysis in which the simultaneous reactions of track, test cars and catenary will be recorded and studied.

This comprehensive phase of the R&D program is possible following the application of slight streamlining to the four lightweight test cars and the "debugging" of their instrumentation. Already the cars have made a half dozen runs when maximum speeds were in the 155-mph range and have operated for more than 35 miles at speeds over 150 mph.

● **Remarkably good ride.** Ward commented on the "remarkably good ride" produced at the ultra-high speeds and added that it had been "surprising to all." He noted that it takes good track, plus a good car suspension to produce such comfort. "Every component in the track, car suspension and carbody is important if we are to have high speeds," he explained.

High speed rail transport is probably possible over present track structures only at the cost of increased maintenance, warned Ward. With this conclusion, OHSGT has undertaken R&D aimed at producing a more stable track which "could be more expensive to build but less expensive to maintain."

● **Freight fallout.** OHSGT-sponsored studies in conventional rail and unconventional ground transport systems could produce "fallout" that would be of significance in future freight, as well as passenger service. In addition, said Ward, the federal programs might soon encompass some purely freight-oriented studies. Among the possibilities are:

—Aerodynamic study of freight cars with the most immediate problem being that of "streamlining" for automobile rack cars to reduce their drag;

—Analysis of the dynamics of long freight trains.

Preliminary tests of the auto-ferry concept (RA, April 10, p. 10; May 1, p. 37), another OHSGT project, have shown that passengers in automobiles carried on railcars with passenger-type suspensions get a "soft, gentle, pleasant ride." An analysis for OHSGT covering such service between Alexandria, Va., and Jacksonville, Fla., on a 12-hour schedule has revealed what Ward called a "tremendous market." ■

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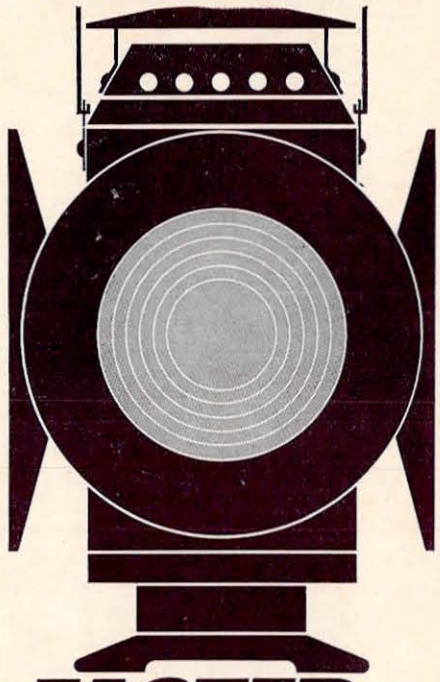

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LUTHER MILLER

AS THE EDITOR SEES IT...

THE IMAGE BUILDERS—"Public opinion is a weak tyrant compared with our own private opinion," sulked the 19th century philosopher Henry David Thoreau. Maybe—if you live alone in a hut by a pond. Railroad men don't live that way but they have often acted as if they did. While enjoying a very high opinion of themselves, they have frequently been content to keep the matter private.

Railroads years ago lived down the "public be damned" curse attributed to William H. Vanderbilt. It has taken them longer to discard what has amounted to a "public relations be damned" way of doing business. But evidence now at hand suggests that the Thoreauists have at last been outvoted.

Railroads are not only (as the Chicago Tribune's advertising columnist put it the other day) "carrying on a romance with Madison Avenue." They have gone to the altar, wedded to the idea expressed several years ago by the Long Island's Tom Goodfellow: "Every company has public relations. The only question is whether you're going to have good or bad public relations."

Forgetting for the moment the enormously skillful job that many individual roads are doing in image-improvement, just examine what is being done today by two groups that represent the industry on a national level: the Railway Progress Institute and the AAR.

SPREADING THE NEWS—RPI's road show, "The *New* Railroads," opened in Chicago to rave notices. The presentation emphasizes the brand new space-age look of railroading—and high time. As the Chicago Trib man pointed out, a recent survey found that only 23% of the readers of the Wall Street Journal and Business Week thought of the railroads as progressive. We guess that this percentage is right now rising—not only because of RPI's show, but because of new ad campaigns being waged by both RPI and AAR.

RPI's ads have been appearing since the first of the year. Now, the AAR, after two years of media silence, is spending between $1 million and $2 million on ads whose themes drive home the continuing vitality of railroads. "Power to Move America," "Partners in Defense" are two. And there will be more.

There may still be those who think, with Thoreau, that it's what you think of yourself, and that alone, that determines your fate. We suggest that any railroader who takes this line had better be prepared, as H. D. was, to live on a very simple diet.

NOT ALL PIE IN THE SKY—The airlines, we are distressed to hear, are having their own public-image problems. Seems a lot of people still view the mechanical bird as a beast of prey, and fear for their lives whenever they go aloft. To comfort the customers, the airlines pipe in soothing music; stewardesses wear their most dazzling smiles when the lightning is flashing and the coffee is spilling. (The sudden sound of music and the broadening of the stewardess's smile is, in fact, enough to send experienced travelers to their beads.)

Now, Pacific Air Lines has decided to come to grips with the problem. In full-page advertisements addressed to "You with the sweat in your palms," PAL concedes that most people, even pilots sometimes, are "scared witless of flying." From now on, PAL will tell its customers the worst, and try to explain it.

It is with mixed emotions that we report that railroad men must be among the most fearless anywhere. The other day more than 1,000 men—many, if not most, railroad oriented—gathered in Pittsburgh for an urban transport conference. At meeting's end the stampede for airport buses made the Pittsburgh Hilton look like Typhoid Mary's. There was no crowd problem, though, at Pennsylvania Station. The editor of Railway Age and another railroad writer had it just about to themselves.

Sweaty-palmed or not, we wish railroaders would come down to earth once in a while and take a train. It gets lonesome down here.

SAL runs 7th annual forestry tour

Shipping forest products by rail is in many cases cheaper now than it was in 1946. This has come about despite the general price inflation during the past 20 years, says C.F. Kelly, Seaboard Air Line's general superintendent transportation.

"The price for hauling newsprint 681 miles in 1946 was 52 cents, whereas today it is 48.8 cents—and we deliver it at destination," Kelly pointed out recently. The SAL officer was adressing the guests who had assembled for the road's seventh annual forestry tour last month. This year's tour involved the running of a special train between Raleigh and Hoffman, N.C.

● **Competition is a goad.** Using scale models of 1946- and 1967-vintage freight cars, Kelly traced the development of the transportation industries in their efforts to keep up with the demands of shippers. He cited a series of technological improvements in railroad equipment and operations, as well as innovations in rate making, that were spurred on by competition.

Using the 1967 scale models for illustration, Kelly showed how the new cars are longer, higher, wider and stronger. He pointed out also that the new cars cost three or four times as much as the 1946 cars. The new breed of cars has also required construction of longer passing and yard tracks, larger rail, stronger bridges and improved side and overhead clearances.

"So long as there are forest products to be transported," Kelly concluded, "the railroads will be battling for the business."

● **Special exhibits.** At a field site near Hoffman, a series of 15 exhibits and demonstrations was arranged that covered all phases of forestry. Local businessmen, tree farmers and others had been invited to attend and to be on hand to welcome the special train from Raleigh. When the train arrived, about 500 persons were on the grounds to greet the more than 500 passengers.

Among those at Hoffman were North Carolina's Governor Dan K. Moore, Lt. Governor R.W. Scott and the entire membership of the State Senate and House of Representatives. Leading businessmen from more than 70 Raleigh corporations also arrived in Hoffman aboard the SAL's "Forestry Special." ■

LETTERS FROM READERS

Climbing wheels

Chicago, Illinois

To the Editor:

Like Mr. M. W. Gieskieng, in his letter published on page 36 of the April 10 issue of Railway Age, I was interested to read in the March 6 issue "Why this wheel wants to climb the rail," by G. M. Magee.

I agree that high lateral forces might generate loose wheels and broken flanges, except that broken flanges are practically non-existent on wrought steel wheels.

On our Technical Committee are representatives of all the wrought steel wheel manufacturers and we obtain information from three sources on wheel failures to give direction to our research. For the year 1966 the railroads reported to the AAR Wheel and Axle Committee 7 wrought steel wheels which had cracked or broken flanges. We employ a woman in Washington to copy ICC Reports of Wheel Failures. In the last 12 months of which we have record, there were 4 broken flanges reported, plus 2 more where the wheel could not be identified as to wrought steel or cast steel. A record is also kept in the Chicago office of failed wheels which railroads have sent back to manufacturers for one reason or another. There were no broken flanges reported in this group.

It is quite likely the high lateral forces are contributing to the failure of freight car wheels in the plate, as the AAR Wheel and Axle Committee report lists 76 of these for wrought steel. It is the intention of the AAR Research Department to attempt to measure maximum vertical loading and lateral forces as basic information from which to optimize wheel design.

Malcolm S. Riegel
Consulting Engineer
Technical Committee on
Railroad Materials
American Iron and Steel Institute

L&D reporting

Chicago, Illinois

To the Editor:

I wish to compliment you on the articles which appeared in your March 27 issue discussing the loss and damage picture of the railroads during 1966 and the "Viewpoint" comment on the need for standard reporting forms. These articles were penetrating, completely objective and point out the disabilities of the present system of statistical reporting.

The Fibre Box Association, about two years ago, urged railroads to develop more current, meaningful and sensitive loss and damage payment statistics. A Subcommittee of the Freight Claims Division of the Association of American Railroads was appointed to progress such a program. The results to date have been necessarily slow but definite progress is being made. The ultimate goal, as you point out, is computerization of loss and damage payments on a national basis.

Thomas R. Lynch
Director of Transportation
Fibre Box Association

DIVIDENDS DECLARED

ATLANTIC COAST LINE.—75¢, quarterly, payable June 14 to holders of record May 31.

CLEVELAND & PITTSBURGH.—4% Guaranteed, 50¢, quarterly; 7% Guaranteed, 87½¢, quarterly, both payable June 1 to holders of record May 10.

LOUISVILLE & NASHVILLE.—$1, quarterly, payable June 14 to holders of record May 5.

MAINE CENTRAL.—4% stock distribution, payable July 1 to holders of record May 11, subject to approval of the Interstate Commerce Commission.

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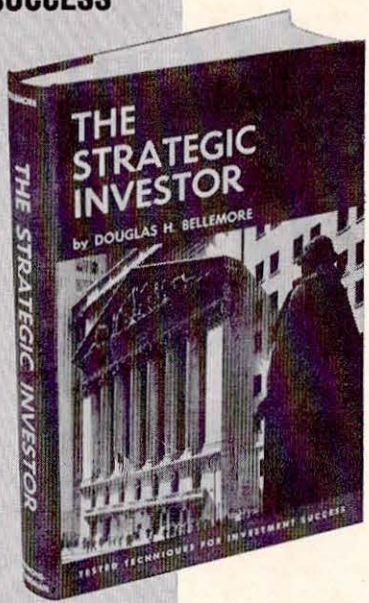

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Keystone

PEOPLE IN THE NEWS

BANGOR & AROOSTOOK—**Palmer H. Swales,** manager of operations, Bangor, Me., named vice president—operation and maintenance. **William M. Houston,** general counsel and clerk of the company, appointed vice president and general counsel and will continue to serve as clerk.

CHESAPEAKE & OHIO—BALTIMORE & OHIO—**John S. Keneski,** district manager—passenger sales, Chicago, appointed regional manager—passenger sales there. **Dan R. Rathsack,** district manager—passenger sales, Ludington, Mich., named regional manager—passenger sales (auto ferries) at that point. Mr. Rathsack will supervise the C&O-B&O's auto ferry traffic on Lake Michigan. **Windsor G. Kessler,** assistant manager—mail, express and baggage traffic, appointed supervisor customer services, Baltimore, Md.

COTTON BELT.—**Charles B. Buck** appointed assistant general freight agent, St. Louis, Mo., succeeding **Adrien R. Burnett,** retired.

ERIE LACKAWANNA.—**Robert G. Fuller** elected chairman of the board, succeeding the late **William White** (RA, May 1, p. 38). **Gregory W. Maxwell,** president, will be responsible for the business and operations of the road and Mr. Fuller will be responsible for the financial and merger matters. Mr. Fuller was senior vice president, First National City Bank, New York, until April 1966. **Harry C. Hagerty,** a director, elected chairman, executive committee. Mr. Hagerty was formerly vice chairman and director, Metropolitan Life Insurance Co.

M. F. Coffman, deputy-comptroller, accounting department, Cleveland, appointed to the newly created position of assistant vice president—executive department, effective May 1, with headquarters at Hoboken, N.J. Mr. Coffman will have jurisdiction over all matters involving relations with the newly created Commuter Operating Agency, New Jersey Department of Transportation, pertaining to suburban passenger service, and such other duties as may be assigned.

Robert H. Younghouse appointed assistant division sales manager, Buffalo, N.Y., succeeding **W. Cole,** promoted.

JERSEY CENTRAL.—**Robert P. Roy** appointed general agent, Montreal, Que., Canada, succeeding **John C. Powers,** retired. **Bela M. Haberen** named division freight agent, Allentown, Pa., succeeding **John H. Weiss,** retired. **Harold M. Wetherhold** appointed assistant division freight agent, Allentown. On April 16 the Northampton, Pa., division freight office was combined with the Allentown division freight office, at Allentown. **Harry A. Rader** appointed general freight agent—marketing, Newark, N.J., succeeding **Lester J. Evans,** who has joined the **Vermont Ry.** as vice president—traffic at Rutland, Vt. **Paul J. Turnbach** succeeds Mr. Rader as assistant general freight agent—marketing, Newark.

KANSAS CITY SOUTHERN.—**Joseph J. Weiss,** vice president and secretary, New York, retired April 30, after more than 50 years with the KCS.

LOUISVILLE & NASHVILLE.—**Raymond E. Bisha,** who became general manager in January, elected vice-president—operation, succeeding **C.S. Sanderson,** (retired). Mr. Sanderson will continue as vice president—staff, handling special assignments.

READING.—**Lois M. Morasco** appointed public relations representative, Philadelphia. Miss Morasco was formerly manager, public relations and advertising, **Southeastern Pennsylvania Transportation Authority.**

SUPPLY TRADE

Bruce O. Breon has been appointed vice president, **Keystone Railway Equipment Co.**

James W. Tuttle has been appointed an administrative assistant to **Walter P. Cartun,** vice president and general manager, **Westinghouse Air Brake Division, Westinghouse Air Brake Co.**

C. H. Brandstrom has been named Eastern Region manager, New York, and **R. G. Kerber,** Central Region manager, Chicago, Railroad Products Department, **Linde Division, Union Carbide Corp.** Mr. Brandstrom has been the national Polarstream coordinator, Railroad Products Department, and will continue serving as a member of the Polarstream business team. Mr. Kerber was previously Minneapolis Region manager, Welding Supply Distributor Department.

W. P. Bollinger has been appointed general manager of the newly established Transportation Center, **Westinghouse Electric Co.,** Forest Hills, Pa.

William W. Thomason has joined the San Francisco office of **General Steel Industries** as sales representative.

William W. Bryan has been elected to the new post of senior vice president, **Humble Oil & Refining Co.,** Houston, Tex. Mr. Bryan became president of Humble's old Esso Standard Division in New York in 1960 and the following year went to Houston as vice president for marketing, becoming a director in December 1963.

Richard L. Hoard has been appointed manager of market research, Tank Car Division, **Union Tank Car Co.,** Chicago.

Jordan Issackedes has been appointed vice president of plans and administration, **Okonite Co.,** Passaic, N.J. He has been treasurer.

George W. Welsh has been appointed general manager, Research division, **General American Transportation Corp.** He was formerly manager of the company's distribution services department.

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MARKET OUTLOOK

Carloadings

Loadings of revenue freight in the week ended April 29 totaled 565,846 cars, the Association of American Railroads announced on May 4. This was an increase of 7,784 cars, or 1.4%, compared with the previous week; a decrease of 8,247 cars, or 1.4%, compared with the corresponding week last year; and a decrease of 27,136 cars, or 4.6%, compared with the equivalent 1965 week. Ton miles generated by carloadings in the week ended April 29 are estimated at 14.4 billion, an increase of 0.4% above 1966 and 3.5% above the corresponding week of 1965.

REVENUE FREIGHT CARLOADINGS
For the week ended Saturday, Apr. 29

District	1967	1966	1965
Eastern, including Allegheny and Pocahontas ..	226,639	221,478	244,675
Southern	119,358	110,847	118,916
Total Eastern and Southern Districts	345,997	332,325	363,591
Northwestern	71,836	83,470	78,284
Central Western	107,914	117,673	111,111
Southwestern .	40,099	40,625	39,996
Total Western Districts	219,849	241,768	229,391
Total All Roads	565,846	574,093	592,982
Commodities:			
Grain and Grain products	40,615	52,487	46,726
Livestock	1,342	2,213	2,430
Coal	114,868	84,450	107,556
Coke	7,342	8,927	8,721
Forest Products	38,722	40,369	38,280
Ore	39,382	47,043	48,922
Merchandise l.c.l.	5,313	6,155	9,745
Miscellaneous .	318,280	332,449	330,602
Apr. 29	565,846	574,093	592,982
Apr. 22	558,062	543,639	570,489
Apr. 15	553,558	543,049	547,742
Apr. 8	543,761	568,683	557,067
Apr. 1	537,919	544,787	542,094
Cumulative total, 17 weeks ..	8,984,195	9,218,853	9,130,957
Estimated revenue ton-miles (billions) 17 weeks ...	232.5	234.1	216.3

PIGGYBACK CARLOADINGS.—U. S. piggyback loadings for the week ended Apr. 22 totaled 24,702 cars carrying 40,815 trailers, compared with 22,306 cars, carrying 36,934 trailers, in the corresponding 1966 week. Loadings for 1967 up to Apr. 22 totaled 358,770 cars, carrying 588,937 trailers, compared with 335,683 cars, carrying 555,045 trailers, in the corresponding period of 1966.

IN CANADA—Carloadings for the seven-day period ended April 14 totaled 73,070 cars, compared with 71,176 for the previous seven-day period, according to the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada		
April 14, 1967	73,070	26,397
April 14, 1966	65,711	25,072
Cumulative Totals		
April 14, 1967	1,039,531	370,152
April 14, 1966	1,093,191	383,637

FREIGHT TRAIN CARS

► *Reading.*—Is acquiring 350 new freight cars under a leasing arrangement with C.I.T. Leasing Corp. The leasing agreement covers 200 100-ton-capacity hopper cars, and 150 77-ton-capacity gondola cars. Total value is estimated at $4.3 million. C.I.T. Leasing Corp. is a subsidiary of C.I.T. Financial Corp. In addition to railroad equipment, its leasing activities cover commercial and private aircraft, electronic data processing equipment, machinery, and other industrial equipment.

ORDERS AND DELIVERIES

► *Car orders decline.*—Orders were placed for 5,028 new freight cars in March, compared with 11,194 in March 1966. Railroads ordered 2,902 of the cars, the remaining 2,126 cars were ordered by private car lines and industries. New freight cars delivered in March totaled 9,156, compared with 8,101 in February and 8,127 in March 1966. Of the March cars delivered 7,054 were built by contract builders and 2,102 by railroad shops. The backlog of new cars on order and undelivered on April 1 was 42,010, compared with 46,197 on March 1 and 54,414 on April 1, 1966. The April 1, 1967, backlog included 32,004 cars to be built by contract car builders and 10,006 to be built in railroad shops. Cars scheduled for rebuilding on April 1 totaled 9,417, compared with 9,828 on March 1 and 10,490 on April 1, 1966.

NEW FACILITIES

► *Baltimore & Ohio.*—Opened a new $600,000 Railroad YMCA at Cumberland, Md. The 83-bedroom structure, which is directly opposite the old YMCA, built in 1899, is completely air-conditioned and contains lounge and recreation facilities, a restaurant, medical and office suites, and a locker room servicing 400 railroad personnel.

► *Norfolk & Western.*—Will reactivate Coal Dock No. 1 at Sandusky, Ohio, in order to handle steadily increasing dumpings at that Lake Erie port. N&W previously announced construction of a $5.7-million ground storage facility at Sandusky. It is now in operation.

► *Rio Grande.*—Major projects not previously reported include installation of CTC and extension of sidings between Pueblo and Canon City, Colo., $638,565; replacement of 115-pound rail with new 136-pound rail between Crescent and Pine Cliff, Colo., $409,150 (RA, Jan. 16, p. 135; April 17, p. 37).

FOREIGN

► *Ethiopia.*—Requests bids, due June 29, for the supply of two, four, or six diesel-electric locomotives for narrow gauge track. Inquiries should be addressed to the Director General, Franco-Ethiopian Railway Co., P.O. Box 1051, Addis Ababa.

► *Thailand.*—Invites bids by June 7 for the supply of 120 trucks for passenger cars. Tender forms with specifications and terms are available at $10.00 per set from the Procurement Section, State Railways of Thailand, Bangkok. Bids must be accompanied by a deposit of $10,000.

YOU OUGHT TO KNOW

Overseas van traffic booms: New York Central is bullish on the future of international container movements—and with good reason, President A.E. Perlman told stockholders in St. Louis. In 1966, said Perlman, NYC handled 2,696 overseas Flexi-Van containers, a 384% increase over 1965 and ten times the number handled in 1964. He added: "Central believes strongly that the phenomenal growth of International Flexi-Van service is extremely significant and is indicative that the further promotion and development of this service will continue to make a real contribution to the development and expansion of U.S. export markets."

REMSA exhibit set: The Combined Railway Suppliers exhibition in Chicago next October may have been cancelled—but the show must go on, and so there are now two individual exhibitions set up for coming months. The Railway Signal & Communications Suppliers Association is holding to its exhibit plans for October in Chicago. And last week the Railway Engineering-Maintenance Suppliers Association firmed up its plans for an exhibit in Chicago March 18-21, 1968. REMSA's show, which may draw about 150 exhibitors, will be held at the International Amphitheater. Scheduled with it will be a meeting of AREA March 19-21 and, very possibly, a meeting of the AAR Purchases & Materials Management Division (as the Purchases & Stores Division will be known, come next autumn).

An award for Heineman: Presentation of the first Arthur H. Schwietert Memorial Award of the Chicago Transportation Club was made last week—to Ben W. Heineman, chairman and president of the Chicago & North Western. Heineman was cited for making "the most significant contribution to the field of traffic and transportation in the Chicagoland area in 1966." The award was created by CTC to honor Schwietert, a man who devoted his career at the Chicago Association of Commerce and Industry to transportation.

For the record: A Missouri Pacific quarterly dividend on its Class A stock was erroneously attributed to the New York Central in the April 17 Railway Age (p. 33). The MP dividend, for $1.25, was paid March 31 to stockholders of record March 21. An NYC quarterly dividend of 78 cents was correctly described as paid April 14 to stockholders of record March 20.

Name-droppers: It's still fashionable to ride trains—and C&O/B&O want the world to know it. New spring and summer timetables of the affiliated Chesapeake & Ohio and Baltimore & Ohio are illustrated with the pictures (in color) of such railfans as Dorothy Lamour, the actress; Brooks Robinson, star third baseman of the World Champion Baltimore Orioles; and U.S. Senator Jennings Randolph of West Virginia. Says a C&O/B&O spokesman: "While it's widely known that many of the nation's most famous citizen still have a fondness for riding trains, the concept of showing them in the timetable format is new." The new timetables also point out that passengers can see late movies on some trains at no extra cost; eat at their seats for less than a dollar; and see the countryside from glass-topped stratadome cars.

Old tunnel, new use: Great Northern's original tunnel through the Cascades has been abandoned since 1929—but now there's activity in the old bore once again. The property, which has reverted to the U.S. Forest Service, will be the site of an earthquake research project, to be conducted by the University of Washington and the Boeing Company. Several seismographs and recorders will be installed, along with a laser beam strain meter developed by the Boeing Scientific Research Laboratory.

Truck tonnage: Intercity truck tonnage in the week ended April 22 was 50.9% above that of the previous week and 2.2% below the volume in the corresponding week of 1966, according to American Trucking Associations. The sharp increase in the April 22, 1967, week was primarily the result of a nationwide work stoppage during the previous week.

Current statistics

Net Income	
12 mos., 1966	$902,000,000
12 mos., 1965	815,000,000
Carloadings, revenue freight	
17 wks., 1967	8,984,195
17 wks., 1966	9,218,853
Freight cars on order	
Apr. 1, 1967	42,010
Apr. 1, 1966	54,414
Freight cars delivered	
3 mos., 1967	24,474
3 mos., 1966	22,098
Serviceable cars	
Apr. 1, 1967	1,422,997
Apr. 1, 1966	1,406,470

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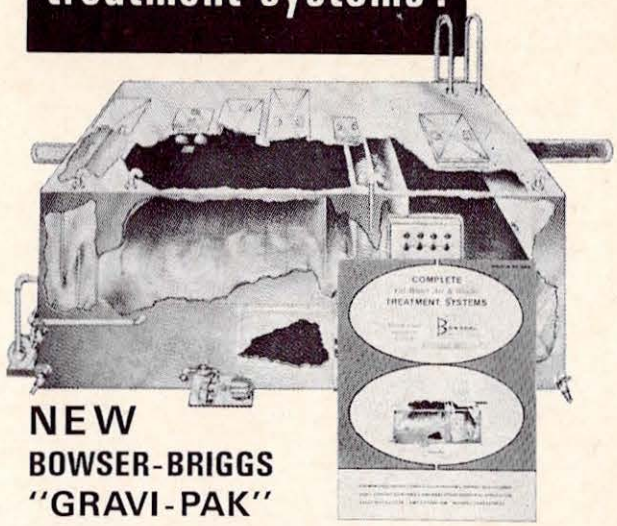

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Merger plan spells out employee protection

Annual savings of about $6 million, after 5 years, are anticipated from merger of the Chicago Great Western into the Chicago & North Western, which has been approved by the ICC.

The report, in Finance Docket No. 23388, was written by Commissioner Kenneth H. Tuggle. It announced a unanimous decision favoring the merger, subject to conditions.

● **Attrition for employees.** A feature of the report is its spelling out of employee-protection conditions on the attrition basis. Generally, this means that, subject to liberal transfer and severance-pay arrangements, no reduction in employment shall occur as a result of the merger, other than by death, retirement, discharge for cause, or resignation (see p. 30). This spelling-out is a first. While attrition-basis conditions had been imposed by the Commission in earlier merger and acquisition-of-control cases, those impositions came where such conditions had already been embodied in labor-management agreements, or where they were only called for by the Commission and left to be worked out in such pacts.

Other conditions include the usual traffic conditions, designed, as the report put it, "to preserve existing routes, gateways, services and shipper-routing rights, all without discrimination among connecting lines or deprivation of service to shippers." It was made clear that the Commission's intention here is to apply these conditions to the entire merged system.

● **Soo got something.** There are also special conditions for protection of the Soo, including requirements that the merged system grant some trackage rights to that road. These Soo conditions however, are somewhat short of what that road sought.

Leonard H. Murray, Soo president, said last week that his railroad will ask the ICC to reconsider its approval of the merger. The petition for reconsideration will say that the Commission failed to give proper weight, in prescribing protective conditions, to the impact of the merger on the Soo.

Another special condition is designed to alleviate the concern of the Burlington and Great Northern about rehabilitation of Great Western's bridge over the Missouri River at Sioux City, Iowa. Unless that bridge is rehabilitated, the Burlington-GN route from Minnesota and the Dakotas to Kansas City and Omaha will be adversely affected.

The imposed condition will require the merged company to negotiate with Burlington and GN for provision of a bridge and appurtenant trackage adequate for the heavy trains now operated by those roads. If such negotiations fail, the matter may be presented to the Commission for prescription of terms.

● **Stock-exchange plan.** The Commission's report also approved financial arrangements for the merger. These contemplate assumption of Great Western obligations by North Western, and issuance by the latter of 651,658 shares of common stock and 274,305 shares of preferred. Each share of Great Western common will be exchanged for 7/10 of a share of North Western common, and each share of Great Western preferred will be converted into ¾ of a share of North Western preferred. Prior to the effective date of the merger, Great Western will pay a special dividend of $3 million on its common. ■

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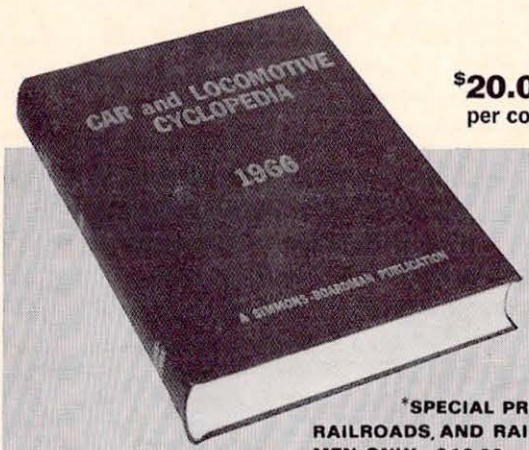

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VIEWPOINT

So, what's new about NTW in '67?

National Transportation Week, by proclamation from the White House, will be observed May 14-20. Editors with a flair for irony could make much of NTW. President Johnson's message was issued in the midst of almost unprecedented public awareness of transportation because of the strikes and threats of strikes that have plagued the nation's transport systems. Airlines, highway carriers and railroads have all been struck or threatened with work stoppages since the nation last observed National Transportation Week.

Yet, there is something new about NTW this year. Not that any editor is likely to stop the presses to make the point. Such extreme measures are reserved for international problems that have gotten to the flashpoint or for domestic news of genuine magnitude—such as Elvis Presley's wedding. Press recognition of NTW will likely be confined to reporting of what various speakers say about transportation at traffic gatherings across the country.

Such gatherings produce few surprises. NTW, by and large, is an occasion for speakers to point with pride, view with alarm and urge action. Could NTW in '67 be any different?

It might be. A new feeling of urgency and a new, wider awareness of the magnitude of the problems facing the nation's transportation systems is percolating at many levels of society. LBJ's proclamation itself rather explicitly focuses upon a new tempo that may be heard during NTW '67.

The challenge of growth

"America's transportation network is a living testament to our system of free enterprise," said President Johnson. "Operating in partnership with the federal government, it has met every challenge of war and peace. It has earned the respect and excited the admiration of men everywhere.

"Yet the decade ahead will tax our ingenuity to meet sharply rising demands for transportation services. Transportation facilities must double every 20 years.

"Responding to this challenge, the Congress has created a new Department of Transportation. Its mission is to help the transportation industry develop new techniques and better integration of services. The new department, now in its infancy, can help to assure the nation the best, the most economical and the fastest transportation services the world has ever seen."

Now, we get as clammy with apprehension as the next fellow when we read a text about transportation that throws three such superlatives as "the best," the "most economical," and "the fastest," at readers. In fact, before D.O.T. was established, such rhetoric from high places usually meant that the Corps of Engineers, the truckers, the waterway operators or the airlines were about to launch another raid on the U.S. Treasury for the promotion and enlargement of transportation capacity operating in direct competition with railroads.

We can still work up a cold sweat when confronted with public policy by superlative. But, still, D.O.T. is a new element in NTW '67. D.O.T. could be the catalyst that will restructure the casual chaos of the nation's present transport systems toward the kind of rational, highly utilized systems that will be needed to handle the kind of tonnage experts say U.S. society will generate in time ahead.

An end to favoritism?

For the first time ever, there is an agency charged with the responsibility "to help the transportation industry develop new techniques and better integration of service." The lopsided, unfair promotion and development patterns of government activity in transportation matters may be ending. Growing political and public recognition of the nation's serious transport problems may lead to new federal policies aimed at restoring economic rationality to the transportation marketplace.

Such policy moves as removal of artificial restraints on railroad pricing, user charges for public facilities, an end to discriminatory taxation and the right of transportation companies to diversify in the area of transportation—have been suggested by every major public study since 1930. It is reasonable to think that D.O.T. will provide the means for thoughtful evaluation—and, ultimately, action—on these and similar problems.

There is something new about NTW '67. There is a larger-than-usual degree of hope that D.O.T. and increasing public understanding will combine to back an efficient, economic restructuring of the nation's transport systems. And that is something railroads have always been willing to see happen.

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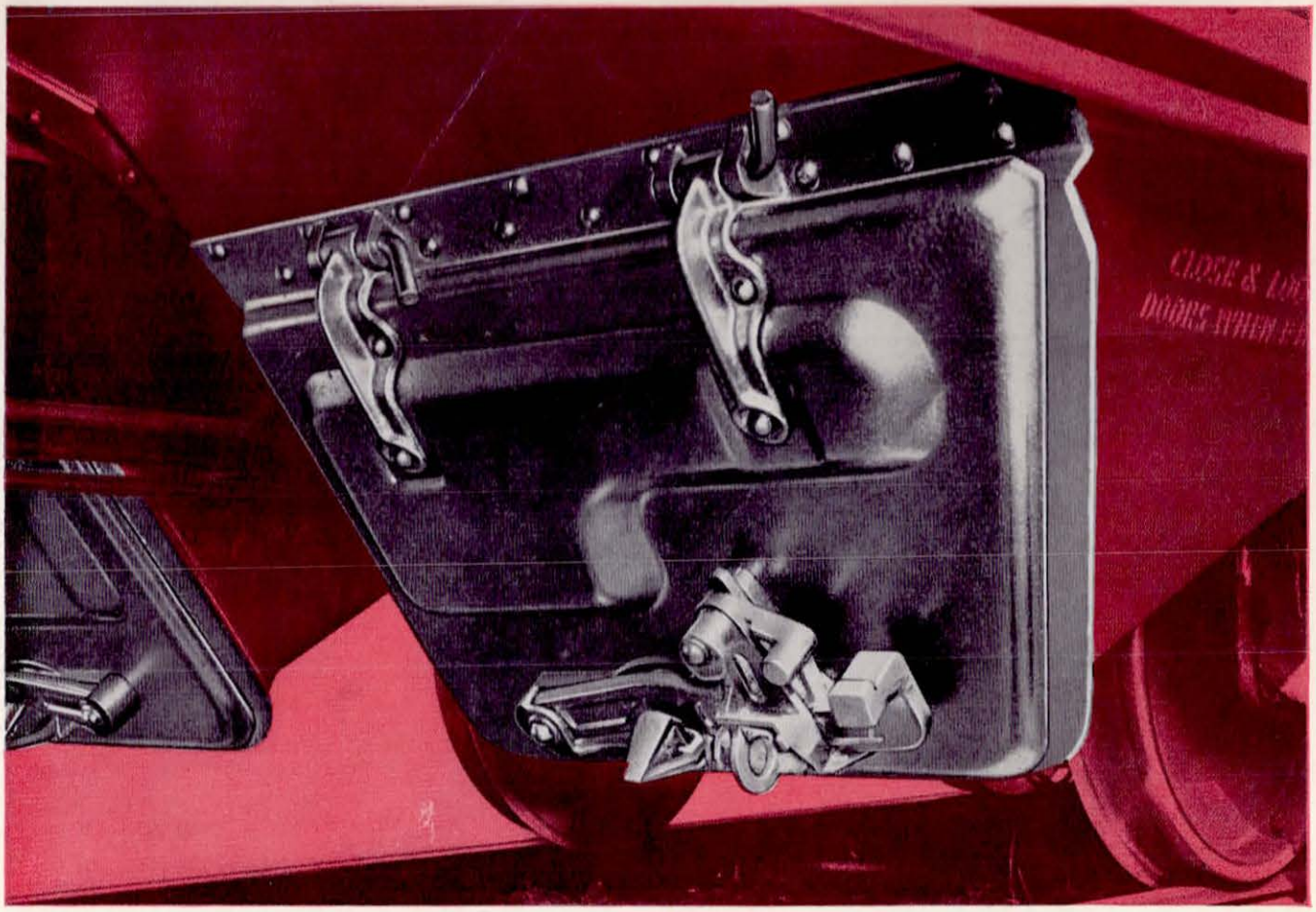

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